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Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 3063; Amdt. 360]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 [New] (14 CFR Part 97 [New]) is amended as follows:

- By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn.....	300-1	300-1	200-1½
				C-dn.....	400-1	500-1	500-1½
				S-dn-25.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of E crs, 066° Outbnd, 246° Inbnd, 2000' within 10 miles. Beyond 10 miles not authorized. Nonstandard due to terrain.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 246°—2.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.7 miles after passing GL-LFR, climb to 3000' on W crs (246°) Galena LFR within 20 miles.

CAUTION: Higher terrain N of final approach crs. Make all turns to S side of final approach crs.

City, Galena; State, Alaska; Airport Name, Galena; Elev., 162'; Fac. Class., SBRAZ; Ident., GL; Procedure No. 1, Amdt. 10; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 9; Dated, 26 Oct. 63

HLN-VOR.....	HN-LFR.....	Direct.....	8000	T-d.....	500-2	500-2	500-2
Winston FM.....	HN-LFR (final)*.....	Direct.....	7300	T-n.....	800-2	800-2	800-2
				C-d.....	3000-2	3000-2	3000-2
				C-n.....	3000-3	3000-3	3000-3
				A-d.....	3300-2	3300-2	3300-2
				A-n.....	3300-3	3300-3	3300-3

Procedure turn E side SE crs, 100° Outbnd, 280° Inbnd, 8000' within 10 miles. Not authorized beyond 10 miles.

Minimum altitude over facility on final approach crs, 7300'.

Crs and distance, facility to airport, 246°—1.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 miles after passing HN-LFR, make right climbing turn to SE crs, climb to 8000' within 10 miles of HN-LFR.

Other change: Deletes transition from McDonald Pass FM.

MSA: NE 10,900', SW 10,800', SE 11,400', NW 10,300'.

*Maintain at least 8500' until 1.2 miles past Winston FM.

City, Helena; State, Mont.; Airport Name, Helena County-City; Elev., 3873'; Fac. Class., SBMRAZ; Ident., HN; Procedure No. 1, Amdt. 8; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 7; Dated, 18 Mar. 61

PROCEDURE CANCELLED EFFECTIVE 22 FEB. 64.

City, Lacrosse; State, Wis.; Airport Name, Municipal; Elev., 653'; Fac. Class., SBRAZ; Ident., LE; Procedure No. 1, Amdt. 8; Eff. Date, 13 Oct. 62; Sup. Amdt. No. 7; Dated, 29 Sept. 62

				T-d*.....	500-2	500-2	500-2
				C-d*.....	700-2	700-2	700-2
				A-d*.....	800-2	800-2	800-2

Procedure turn S side SW crs, 178° Outbnd, 358° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 1000'.

Crs and distance, facility to Seadrome, 358°—13.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing Sitka LFR, turn left and climb to 1700' on SW crs Sitka LFR within 13 miles.

CAUTION: High terrain E of NE crs within 9.5 miles Sitka LFR. High terrain N of NW crs within 13 miles Sitka LFR.

*Night operations not authorized.

City, Sitka; State, Alaska; Airport Name, Sitka Harbor (Seaplane); Elev., 0'; Fac. Class., SBRAZ; Ident., SIT; Procedure No. 1, Amdt. 7; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 6; Dated, 14 Dec. 63

RULES AND REGULATIONS

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Weaverville Int.	ABN RBN	Direct	6000	T-dn*	800-1	800-1	800-1
Asheville VOR	ABN RBN	Direct	6000	C-d**	1500-2	1500-2	1500-2
Broad River RBN	ABN RBN	Direct	6000	C-n	NA	NA	NA
Owen Int.	ABN RBN	Direct	6000	S-dn-16	1200-1	1200-1	1200-1
				A-d	1500-2	1500-2	1500-2
				A-n	NA	NA	NA

Procedure turn E side of crs, 340° Outbnd, 160° Inbnd, 5500' within 10 miles.

Minimum altitude over facility on final approach crs, 4200'.

Crs and distance, facility to airport, 160°—5.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing ABN RBN, climb to 5500' on crs of 162° to Broad River RBN. Hold SE, 1-minute right turns.

*LFR departure procedures: Takeoffs to the N will comply with missed approach procedure when climbing to altitude. Takeoffs to the S will climb on crs of 162° over the OM and continue on crs of 162° to Broad River RBN. Upon reaching 5000' or higher as directed by ATC, continue climb on crs.

**CAUTION: Terrain rises rapidly 2.0 miles W of airport. All maneuvering for circling approach must be accomplished E of airport. Abrupt changes in terrain adjacent to procedure areas. During periods of thunderstorm activity, station passage (ABN RBN) will be additionally identified as passing the AVL VOR R-296. Final approach from holding pattern not authorized. Procedure turn required.

City, Asheville; State, N.C.; Airport Name, Asheville Municipal; Elev., 2161'; Fac. Class., MHW; Ident., ABN; Procedure No. 2, Amdt. 2; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 1; Dated, 25 May 63

				T-dn	300-1	NA	NA
				C-dn	700-1	NA	NA
				A-dn	1000-2	NA	NA
				If Lima Int* received the following minimum applies:			
				S-dn-16	700-1	NA	NA

Radar vectoring approved in accordance with approved Philadelphia radar patterns.

Procedure turn W side of crs, 338° Outbnd, 158° Inbnd, 2100' within 10 miles.

Minimum altitude over facility on final approach crs, 1300'.

Crs and distance, facility to airport, 158°—3.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing PH LOM, make a left climbing turn to 2100', returning to the LOM. Hold W 1-minute right turns, Inbnd crs, 085°.

#Descent to 1000' authorized if Lima Int received.

*Lima Int: Int ESR VOR R-104 and 338° bearing from PH LOM.

City, Bridgeport; State, N.J.; Airport Name, Bridgeport; Elev., 23'; Fac. Class., LOM; Ident., PH; Procedure No. 1, Amdt. 4; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 3; Dated, 29 June 63

				T-dn	300-1	300-1	200-1½
				C-dn	600-1	600-1	600-1½
				S-dn-22	600-1	600-1	600-1
				A-dn	1000-2	1000-2	1000-2

Procedure turn N side of crs, 045° Outbnd, 225° Inbnd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs, 900'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing ELD RBN, climb to 1800' on crs 225° within 20 miles.

City, El Dorado; State, Ark.; Airport Name, Goodwin Field; Elev., 277'; Fac. Class., BMH; Ident., ELD; Procedure No. 1, Amdt. 1; Eff. Date, 22 Feb. 64; Sup. Amdt. No. Orig.; Dated, 30 June 62

Litchfield VOR	JXN-RBN	Direct	2700	T-dn	300-1	300-1	200-1½
Brooklyn Int.	JXN-RBN	Direct	2400	C-dn	500-1	500-1	500-1½
Leslie Int.	JXN-RBN	Direct	2400	S-dn-13	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				When aircraft equipped with ADF and VOR and Grove Int* received, following minimums apply:			
				C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1

Procedure turn W side of crs, 315° Outbnd, 135° Inbnd, 2400' within 10 miles.

Facility on airport.

Minimum altitude over facility on final approach crs 1500'.

Crs and distance, Grove Int* to airport 135°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of JXN-RBN climb to 2400' on crs 135° and return to JXN RBN.

Other change: Deletes transitions from Manchester Int, Leslie Int, and transitions based on LFR facilities.

Grove Int: Int 315° bearing from JXN-RBN and LFD R-037.

City, Jackson; State, Mich.; Airport Name, Reynolds Municipal; Elev., 1000'; Fac. Class., BMH; Ident., JXN; Procedure No. 1, Amdt. 9; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 8; Dated, 20 Mar. 57

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
				65 knots or less		More than 65 knots	
ODI VOR	LSE RBN	Direct	2700	T-d T-n C-d C-n S-dn-13 A-dn	*400-1 *400-1½ 600-1 600-2 400-1 800-2	*400-1 *400-1½ 600-1 600-2 400-1 800-2	#400-1 #400-1½ 600-1½ 600-2 400-1 800-2

Procedure turn W side of crs 301° Outbnd, 121° Inbnd, 2700' within 10 miles.
 Minimum altitude over facility on final approach crs 1800'.
 Crs and distance, facility to airport 142°—4.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing RBN, make immediate right climbing turn to RBN, then continue climb to 2700' on 301° bearing from RBN within 10 miles.
 NOTES: Final approach from holding pattern at RBN not authorized. Procedure turn required. When weather is below 800-2 aircraft departing Runways 3, 13, 18, 21, flight below 1900' beyond 2 miles of airport is prohibited between radials 040° and 270°, inclusive of the LSE VOR.
 *300-1 authorized on Runways 31 and 36.
 #200-1½ authorized on Runways 31 and 36.

City, La Crosse; State, Wis.; Airport Name, La Crosse Municipal; Elev., 653'; Fac. Class., SBH; Ident., LSE; Procedure No. 1, Amdt. Orig.; Eff. Date, 22 Feb. 64

Lafayette VOR	LFE RBN	Direct	2300	T-dn**#	300-1	300-1	200-1½
Westpoint VOR	LFE RBN	Direct	2300	C-dn	700-1	700-1	700-1½
Linden Int	LFE RBN	Direct	2300	S-dn-10	700-1	700-1	700-1
Rossville Int	LFE RBN	Direct	2300	A-dn	800-2	800-2	800-2
Stockwell Int	LFR RBN	Direct	2300	The following minimums apply for aircraft equipped with VOR and ADF, and Hill Int* identified:			
				S-dn-10	400-1	400-1	400-1
				C-dn	600-1	600-1	600-1½

Procedure turn S side of crs, 275° Outbnd, 095° Inbnd, 1900' within 10 miles.
 Facility on airport.
 Minimum altitude over facility on final approach crs 1300'.
 Crs and distance, Hill Int* to airport, 095°—4.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing LFE RBN, make climbing right turn to 2300' and proceed Inbnd to EPT-VOR on R-037 or, when directed by ATIS, make right turn climbing to 2300' on heading of 140° and return to LFE RBN.
 NOTES: Aircraft departing Runway 10 eastbound, climb to 1800' on heading 140°. Runway 5 departures eastbound, climb to 1800' on runway heading before proceeding on crs.
 *Hill Int: Int 275° bearing from LFE RBN and EPT R-005.
 **CAUTION: 1305' tower 3.6 miles ESE of airport, directly in line with Runway 10.
 #300-1 required for Runway 5.

City, Lafayette; State, Ind.; Airport Name, Purdue University; Elev., 605'; Fac. Class., MHW; Ident., LFE; Procedure No. 1, Amdt. 5; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 4; Dated, 31 Aug. 63

ILA VOR	MYV RBN	Direct	2500	T-dn	300-1	300-1	200-1½
Yuba Int	MYV RBN	Direct	2000	C-dn	500-1	500-1	500-1½
Grimes Int	MYV RBN	Direct	2000	A-dn	800-2	800-2	800-2

Procedure turn W side of final approach crs, 140° Outbnd, 320° Inbnd, 1500' within 10 miles. Not authorized beyond 10 miles.
 Procedure turn W side of crs to provide separation from Beale AFB traffic.
 Minimum altitude over facility on final approach, 600'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing MYV RBN, climb to 2000' on crs 324° from MYV RBN within 20 miles.
 CAUTION: 250' tower 2.9 miles N of airport.
 MSA: 350°-220°-4700', 120°-165°-1800', 165°-255°-2100', 255°-350°-3200'.

City, Marysville; State, Calif.; Airport Name, Yuba County; Elev., 63'; Fac. Class., BMH; Ident., MYV; Procedure No. 1, Amdt. 1; Eff. Date, 22 Feb. 64; Sup. Amdt. No. Orig.; Dated, 26 Aug. 61

Live Oak Int	MYV RBN (final)	Direct	800	T-dn	300-1	300-1	200-1½
ILA VOR	MYV RBN	Direct	2500	C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 324° Outbnd, 144° Inbnd, 1300' within 10 miles.
 Procedure turn E side of crs, high terrain W.
 Minimum altitude over facility, 800'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing MYV RBN, turn right, climb to 3000' on crs of 324° within 20 miles of MYV RBN.
 CAUTION: 250' tower 2.9 miles N of airport.
 MSA: 350°-120°-4700', 120°-165°-1800', 165°-255°-2100', 255°-350°-3200'.

City, Marysville; State, Calif.; Airport Name, Yuba County; Elev., 63'; Fac. Class., BMH; Ident. MYV; Procedure No. 2, Amdt. 1; Eff. Date, 22 Feb. 64; Sup. Amdt. No. Orig.; Dated, 9 Sept. 61

Arcola Int	MTO RBN	Direct	2400	T-dn	300-1	300-1	200-1½
Casey Int	MTO RBN	Direct	2600	C-dn	600-1	600-1	600-1½
				S-dn-6	600-1	600-1	600-1
				A-dn*	NA	NA	NA
				The following minimums apply if Etna Int# received:			
				C-dn	400-1	500-1	500-1½
				S-dn-6	400-1	400-1	400-1

Procedure turn E side of crs, 225° Outbnd, 045° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 1300'.
 Facility on airport.
 Crs and distance, Etna Int# to airport, 045°—3.5 miles. Etna Int# to RBN 3.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MTO RBN, climb to 2300' on crs of 045°, turn right and return to MTO RBN, hold SW, Inbnd crs 045°, right turns.
 NOTES: No weather available. Private facility operated by Coles County Airport authority.
 *Alternate minimums of 800-2 authorized for air carriers with approved weather service.
 #Etna Int: Int MTO RBN 225° bearing and DEC R-124.

City, Mattoon; State, Ill.; Airport Name, Coles County Memorial; Elev., 721'; Fac. Class., HW (private facility); Ident., MTO; Procedure No. 1, Amdt. 1; Eff. Date, 22 Feb. 64; Sup. Amdt. No. Orig.; Dated, 2 Nov. 63

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED EFFECTIVE 22 FEB. 64.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., LOM; Ident., LX; Procedure No. 3, Amdt. Orig.; Eff. Date, 2 Feb. 63

SHR VOR	SHR RBn	Direct	6200	T-d	400-1	400-1	400-1
Ucross FM	Sheridan FM	Direct	5900	T-n	400-2	400-2	400-2
Sheridan FM	Sheridan RBn (final)	Direct	5100	C-d	800-1	800-1	800-1½
				C-n	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 117° Outbnd, 297° Inbnd, 6200' within 10 miles.

Minimum altitude over facility on final approach crs, 5100'.

Crs and distance, facility to airport, 297°—1.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 miles after passing SHR RBn, climb to 8000' on bearing 297° from SHR RBn Outbnd within 20 miles or, when directed by ATC, climb to 8000' on the SHR VOR R-295 within 20 miles.

CAUTION: High terrain to SE and SW.

*Descent below 5700' not authorized until Sheridan FM is positively identified.

City, Sheridan; State, Wyo.; Airport Name, Sheridan-County; Elev., 4021'; Fac. Class., BH; Ident., SHR; Procedure No. 1, Amdt. 2; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 1; Dated, 8 June 63

Syracuse VOR	Syracuse RBn	Direct	2000	T-dn*	300-1	300-1	200-1½
Lakeport Int.	Syracuse RBn	Direct	2000	C-d	700-1	700-1	700-1½
Weedsport Int.	Syracuse RBn (final)	Direct	2000	C-n	700-2	700-2	700-2
Plainville Int.	Syracuse RBn (final)	Direct	2000	S-d-10	600-1	600-1	600-1
				S-n-10	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 280° Outbnd, 100° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 100°—6.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing SYR RBn, climb to 2000' direct to SY LOM. Hold E of SY LOM, 278° Inbnd, 1-minute right turns.

AIR CARRIER NOTE: Neither sliding scale nor reduction in minimums authorized for takeoffs to the SE.

CAUTION: 836' antenna 1.1 miles S of approach end of Runway 28.

*600-1 required for takeoff on Runway 14.

City, Syracuse; State, N.Y.; Airport Name, Hancock; Elev., 421'; Fac. Class., SBH; Ident., SYR; Procedure No. 2, Amdt. 1; Eff. Date, 22 Feb. 64; Sup. Amdt. No. Orig.; Dated, 16 Nov. 63

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in §97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	300-1
				C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				S-dn-2	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 203° Outbnd, 023° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 1100'.

Crs and distance, facility to airport, 023°—2.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.1 miles after passing BWG VOR, make a climbing right turn to 2500'. Return to BWG VOR. Hold S, 1-minute, right turns, 023° Inbnd.

AIR CARRIER NOTES: Sliding scale not authorized. No reduction in landing visibility minimums authorized for local conditions. No reduction in takeoff minimums authorized.

Other change: Deletes transition from Bowling Green LFR.

City, Bowling Green; State, Ky.; Airport Name, Bowling Green-Warren County; Elev., 539'; Fac. Class., BVOR; Ident., BWG; Procedure No. 1, Amdt. 3; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 2; Dated, 3 Dec. 60

				T-dn	300-1	300-1	200-1½
				C-dn	2000-3	2000-3	2000-3
				A-dn	2000-3	2000-3	2000-3

Procedure turn E side of crs, 197° Outbnd, 017° Inbnd, 6200' within 10 miles.

Minimum altitude over facility on final approach crs, 6200'.

Crs and distance, facility to airport, 017°—18.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing CDR-VOR, make left turn, climb to 6300', return to CDR-VOR.

CAUTION: 4853' tower located 2.0 miles NE of CDR VOR.

MSA: 000°-090°—5900', 090°-180°—5600', 180°-270°—7300', 270°-360°—7100'.

City, Chadron; State, Nebr.; Airport Name, Chadron Municipal; Elev., 3296'; Fac. Class., BVOR; Ident., CDR; Procedure No. 1, Amdt. 5; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 4; Dated, 2 Nov. 63

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
CYS LOM	CYS VOR	Direct	7900	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	200-1/2 500-1 1/2 800-2

Procedure turn W side of crs 015° Outbnd, 195° Inbnd, 7900' within 10 miles.
 Minimum altitude over facility on final approach crs, 7200'.
 Crs and distance, facility to airport, 195°—3.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing CYS VOR, climb to 8000' on R-166 within 10 miles of CYS VOR.
 NOTES: (1) Final approach from holding pattern at VOR not authorized. (2) Procedure turn required.
 Other change: Deletes transition from CYS LFR.

City, Cheyenne; State, Wyo.; Airport Name, Cheyenne Municipal; Elev., 6156'; Fac. Class., BVORTAC; Ident., CYS; Procedure No. 1, Amdt. 4; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 1; Dated, 15 Feb. 54

				T-dn C-dn S-dn-22 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2
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Procedure turn N side of crs, 052° Outbnd, 232° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1300'.
 Crs and distance, facility to airport, 232°—3.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing ELD VOR climb to 1800' on R-226 ELD VOR within 20 miles.
 Other change: Deletes transition from Hampton Int.
 *Do not descend below 1500' until well established on final approach radial.

City, El Dorado; State, Ark.; Airport Name, Goodwin Field; Elev., 277'; Fac. Class., BVOR; Ident., ELD; Procedure No. 1, Amdt. 2; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 1; Dated, 22 Dec. 62

GI-LFR	GAL-VOR	Direct	2500	T-dn C-dn S-dn-25 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2
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Procedure turn S side of crs, 045° Outbnd, 225° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 1200'.
 Crs and distance, facility to airport, 246°—3.2 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles after passing GAL-VOR, turn left, climb to 2500' on R-045 GAL-VOR.

City, Galena; State, Alaska; Airport Name, Galena; Elev., 152'; Fac. Class., H-VOR; Ident., GAL; Procedure No. 1, Amdt. 1; Eff. Date, 22 Feb. 64; Sup. Amdt. No. Orig.; Dated, 5 Oct. 63

Chapel Int**	LAF VOR (final)	Direct	1800	T-dn* C-d C-n A-dn Following minimums apply for dual VOR equipped aircraft and Battle Int# identified: C-dn A-dn	300-1 1000-1 1000-2 1000-2 600-1 800-2	300-1 1000-1 1000-2 1000-2 600-1 800-2	200-1/2 1000-1 1/2 1000-2 1000-2 600-1 1/2 800-2
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Procedure turn W side of final approach crs, 323° Outbnd, 143° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 2300'.
 Crs and distance, facility to airport, 143°—10.6 miles; Battle Int# to airport, 143°—3.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10.6 miles after passing LAF VOR or 3.4 miles after passing Battle Int#, climb to 2300' on LAF VOR R-143 and return to LAF VOR.
 NOTES: Aircraft departing Runway 10 eastbound climb to 1800' on heading 140°. Runway 5 departures eastbound climb to 1800' on runway heading before proceeding on crs.
 CAUTION: 1305' tower 3.6 miles ESE of airport directly in line with Runway 10.
 *300-1 required for Runway 5.
 **Chapel Int: LAF R-312 and DNV R-037.
 #Battle Int: INT LAF VOR R-143 and EPT VOR R-019.

City, Lafayette; State, Ind.; Airport Name, Purdue University; Elev., 605'; Fac. Class., BVORTAC; Ident., LAF; Procedure No. 1, Amdt. 9; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 8; Dated, 31 Aug. 63

				T-dn* C-d C-n S-d-5 S-n-5 A-dn Following minimums apply for dual VOR equipped aircraft and Wabash Int# identified: C-dn S-dn-5	300-1 700-1 700-2 700-1 700-2 800-2 600-1 500-1	300-1 700-1 700-2 700-1 700-2 800-2 600-1 500-1	200-1/2 700-1 1/2 700-2 700-1 700-2 800-2 600-1 1/2 500-1
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Procedure turn S side of crs, 217° Outbnd, 037° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 2300'.
 Crs and distance, facility to airport, 037°—9.4 miles Wabash Int# to airport, 037°—4.4 miles.
 Minimum altitude after passing Wabash Int# on final approach crs, 1100'.
 Crs and distance after passing Wabash Int# to airport, 037°—4.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9.4 miles after passing EPT VOR or 4.4 miles after passing Wabash Int#, climb to 2300' on EPT R-037 and return to EPT VOR.
 NOTE: Aircraft departing Runway 10 eastbound climb to 1800' on heading 140°. Runway 5 departures eastbound climb to 1800' on runway heading before proceeding on crs.
 CAUTION: 1305' tower 3.6 miles ESE of airport directly in line with Runway 10.
 AIR CARRIER NOTE: Sliding scale authorized on Runways 10-28 only.
 *300-1 required for Runway 5.
 #Wabash Int: INT EPT VOR R-037 and LAF R-163.

City, Lafayette; State, Ind.; Airport Name, Purdue University; Elev., 605'; Fac. Class., BVORTAC; Ident., EPT; Procedure No. 2, Amdt. 7; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 6; Dated, 31 Aug. 63

RULES AND REGULATIONS

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Fort Sill Int.....	LAW VOR.....	Direct.....	2600	T-dn.....	300-1	300-1	200-1½
Apache Int.....	LAW VOR.....	Direct.....	2600	C-dn*.....	400-1	500-1	500-1½
Duncan VOR.....	LAW VOR.....	Direct.....	2000	S-dn-35°.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs, 167° Outbnd, 347° Inbnd, 2300' within 10 miles. Nonstandard due ATC.

Minimum altitude over LAW VOR on final approach crs, 2200'.

Crs and distance, facility to airport, 354°—8.8 miles; abeam PFL RBN to airport, 354°—2.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.8 miles after passing LAW-VOR, or 2.3 miles after passing PFL RBN, turn right, climb to 2600' and return to LAW-VOR on R-005 or, when directed by ATC, climb to 3500' on LAW-VOR R-352 and proceed to Apache Int.

NOTE: Authorized for military use only except by prior arrangement.

CAUTION: 1428' tower 4 miles SE; 1644' tower 5 miles ESE; 1800' terrain 3.6 miles NW of airport.

*If RBN or Z marker not received, descent below 1900' not authorized and minimum is 700-2.

City, Lawton (Fort Sill); State, Okla.; Airport Name, Post AAF; Elev., 1187'; Fac. Class., BVOR; Ident., LAW; Procedure No. 1, Amdt. 3; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 2; Dated, 6 Oct. 62

				T-d.....	300-1	NA	NA
				C-d.....	700-1	NA	NA
				A-d.....	NA	NA	NA

Procedure turn W side of crs, 015° Outbnd, 195° Inbnd, 1800' within 10 miles. Beyond 10 miles not authorized.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 195°—6.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.2 miles after passing DAS-VOR, climb to 1800', turn right and return to VOR.

CAUTION: Turf runway, soft when wet. 4' fence at approach end Runway 16. 60' power lines at approach end Runway 34. 4' fence 50' from E edge of runway. 100' obstruction SW corner of airport.

NOTES: 1. Procedure not authorized for air carrier. 2. No weather service. Unicom available. 3. Procedure not authorized for night operations.

City, Liberty; State, Tex.; Airport Name, Liberty Air Service; Elev., 70'; Fac. Class., L-BVOR; Ident., DAS; Procedure No. 1, Amdt. Orig.; Eff. Date, 22 Feb. 64

				T-d.....	300-2	300-2	300-2
				C-dn.....	600-2	600-2	600-2
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 168° Outbnd, 348° Inbnd, 2700' within 10 miles.

Minimum altitude over facility on final approach crs, 1800'.

Crs and distance, facility to airport, 348°—1.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.8 miles after passing MLC VOR, climb to 2200' on crs of 348° within 20 miles.

CAUTION: 1040' hill, 1 mile NW of airport.

AIR CARRIER NOTE: Sliding scale not authorized, no reduction in minimum for local condition or on cargo and ferry flights.

City, McAlester; State, Okla.; Airport Name, McAlester Municipal; Elev., 770'; Fac. Class., BVORTAC; Ident., MLC; Procedure No. 1, Amdt. 6; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 5; Dated, 4 Jan. 64

				T-dn.....	300-1	NA	NA
				C-dn.....	500-1½	NA	NA
				S-dn-9.....	500-1½	NA	NA
				A-dn.....	NA	NA	NA

Procedure turn S side of crs, 266° Outbnd, 086° Inbnd, 1900' within 10 miles.

Minimum altitude over facility on final approach crs, 900'.

Crs and distance, facility to airport, 086°—3.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.6 miles after passing COL-VOR, make a right climbing turn to 1900' and return to COL-VOR. Hold W, 1-minute right turns, Inbnd crs 086°.

City, Red Bank; State, N.J.; Airport Name, Red Bank; Elev., 80'; Fac. Class., BVOR-DME; Ident., COL; Procedure No. 1, Amdt. 2; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 1; Dated, 7 Sept. 63

				T-d.....	400-1	400-1	400-1
				T-n.....	400-2	400-2	400-2
				C-dn.....	800-1	800-1	800-1½
				S-dn-13.....	800-1	800-1	800-1
				A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 302° Outbnd, 122° Inbnd, 7000' within 10 miles. Not authorized beyond 10 miles.

Minimum altitude over facility on final approach crs, 5700'.

Crs and distance, facility to airport, 122°—4.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing VOR, climb to 8000' on R-121 within 20 miles.

CAUTION: High terrain S and W. 5400' terrain approximately 12 miles NW of VOR.

NOTE: All turns to be made on N side of crs; high terrain to the S.

City, Sheridan; State, Wyo.; Airport Name, Sheridan County; Elev., 4021'; Fac. Class., BVORTAC; Ident., SHR; Procedure No. 1, Amdt. 3; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 2; Dated, 13 May 61

Ucross FM.....	Sheridan FM (final).....	Direct.....	5900	T-dn.....	400-1	400-1	400-1
				C-dn*.....	800-1	800-1	800-1½
				A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 121° Outbnd, 301° Inbnd, 6500' within 10 miles of Sheridan FM.

Minimum altitude over Sheridan FM on final approach crs, 5700'.

Crs and distance, Sheridan FM to airport, 300°—3.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.5 miles of Sheridan FM, climb straight ahead to SHR-VOR and climb to 8000' on R-295 within 20 miles.

NOTE: High terrain S and W, all turns E side of crs.

*If Sheridan FM not received, minimum of 1700' applies.

City, Sheridan; State, Wyo.; Airport Name, Sheridan County; Elev., 4021'; Fac. Class., BVORTAC; Ident., SHR; Procedure No. 2, Amdt. 1; Eff. Date, 22 Feb. 64; Sup. Amdt. No. Orig.; Dated, 27 May 61

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
SIT LFR	BKA VOR	Direct	6300	T-d* C-d* A-d*	500-2 700-2 800-2	500-2 700-2 800-2	500-2 700-2 800-2

Procedure turn S side of crs, 178° Outbnd, 358° Inbnd, 1600' within 10 miles.
 Minimum altitude over facility on final approach crs, 1000'.
 Crs and distance, facility to Seadrome, 001°—13.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished ** within 3.0 miles after passing BKA VOR, turn left, climbing to 1700' on R-178 within 13 miles.
 CAUTION: High terrain E of R-358 within 9.5 miles of VOR. Mount Edgcombe 3274' 13 miles N of VOR.
 *Night operations not authorized.
 **R-001 unusable beyond 3 miles at 700' due to extreme roughness.

City, Sitka; State, Alaska; Airport Name, Sitka Harbor (Seaplane); Elev., 0'; Fac. Class., BVOR; Ident., BKA; Procedure No. 1, Amdt. 2; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 1; Dated, 14 Dec. 63

Bay Int.	LAX VOR (final)	Direct	3000	T-dn C-dn A-dn	300-1 800-1 1000-2	300-1 800-1 1000-2	200-1/2 800-1 1/2 1000-2
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Radar vectoring utilizing Los Angeles radar authorized in accordance with approved patterns.
 Procedure turn S side of crs, 285° Outbnd, 105° Inbnd, 3800' within 10 miles.
 Minimum altitude over LAX VOR on final approach crs, 3000'; over Redondo Int, 1300'.
 Crs and distance, Redondo Int to airport, 135°—2.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.0 miles after passing Redondo Int, make immediate left climbing turn to heading 090°, climb to 1500', turn left to intercept LGB R-272, climb to 2000' at Hermosa Int.

City, Torrance; State, Calif.; Airport Name, Torrance Municipal; Elev., 95'; Fac. Class., H-BVOR-DME; Ident., LAX; Procedure No. 1, Amdt. 3; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 2; Dated, 11 Jan. 64

4. By amending the following instrument landing system procedures prescribed in §97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
 If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED EFFECTIVE 22 FEB. 64.
 City, Billings; State, Mont.; Airport Name, Logan; Elev., 3606'; Fac. Class., ILS; Ident., I-BIL; Procedure No. ILS-27, Amdt. Orig.; Eff. Date, 3 Aug. 63

Medford LFR	MF LOM	Direct	6500	T-dn	300-1	300-1	200-1/2
Medford VOR	MF LOM	Direct	6500	C-dn	700-1	700-1	700-1 1/2
Gold Hill Int.	MF LOM	Direct	6500	S-dn-14	200-1/2	200-1/2	200-1/2
Klamath Junction Int.	MF LOM	Direct	8000	A-dn	1000-2	1000-2	1000-2
Talent Int.	MF LOM	Direct	8000				
15-Mile DME fix and N crs MFR Loc.	Evans Creek FM (final)	Direct	*6500				

Procedure turn E side N crs, 319° Outbnd, 139° Inbnd, 6500' within 10 miles of Evans Creek FM.
 Minimum altitude at glide slope Int Inbnd; 6000'.
 Altitude of glide slope and distance to approach end of runway at Evans Creek 6000'—14.6 miles; at OM 2860'—4.7 miles; at MM 1550'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make immediate climbing right turn, climbing to 6500' direct to MF LOM, thence continue climb in a 1-minute right turn holding pattern S of MF LOM on the localizer crs.
 NOTES: 1. Evans Creek FM and all components of the ILS and related airborne equipment must be fully operational and used when executing this approach. 2. When authorized by ATC, DME may be used between R-215 MFR VOR clockwise to R-347 MFR VOR within 15 miles at 6500' to position aircraft for straight-in approach with elimination of procedure turn.
 CAUTION: High terrain all quadrants.
 *Descent on glide slope to cross Evans Creek FM at 6000' is authorized.

City, Medford; State, Oreg.; Airport Name, Medford Municipal; Elev., 1330'; Fac. Class., ILS; Ident., I-MFR; Procedure No. ILS-14, Amdt. 5; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 4; Dated, 13 Oct. 62

				T-dn	300-1	300-1	200-1/2
				C-dn	500-1	500-1	500-1 1/2
				S-dn-10L	400-3/4	400-3/4	400-3/4
				A-dn	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn not authorized. Radar vectoring required.
 Minimum altitude over facility on final approach crs 2700'.
 Crs and distance, facility to airport 097°—4.3 miles.
 No glide slope. Minimum altitude over OM on final approach crs, 2700'.
 Distance to approach end of runway at OM 4.3 miles; at MM 0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing OM, climb to 3000' on 102° crs to GP LOM, hold E, 1-minute right turns, 277° Inbnd.
 Front crs approach only. No glide slope.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class., ILS; Ident., I-LXB; Procedure No. ILS-10L, Amdt. Orig.; Eff. Date, 22 Feb. 64

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Syracuse VOR.....	Syracuse RBN.....	Direct.....	2000	T-dn*.....	300-1	300-1	200-½
Lakeport Int.....	Syracuse RBN.....	Direct.....	2000	C-dn.....	700-1	700-1	700-1½
Weedsport Int.....	Syracuse RBN (final).....	Direct.....	2000	S-dn-10**.....	400-1	400-1	400-1
Plainville Int.....	Syracuse RBN (final).....	Direct.....	2000	A-dn.....	800-2	800-2	800-2

Procedure turn N side of crs, 278° Outbnd, 098° Inbnd, 2000' within 10 miles.

Minimum altitude over SYR RBN on final approach crs, 2000'; over Liverpool Int, 1000'.

No glide slope. Crs and distance, SYR RBN to airport, 098°—6.7 miles, Liverpool Int to airport, 098°—3.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.7 miles after passing SYR RBN (3.4 miles after Liverpool Int), climb straight ahead to 2000' to SY LOM. Hold E of SY LOM, 278° Inbnd, 1-minute right turns.

AIR CARRIER NOTE: Neither sliding scale nor reduction in minimums authorized for takeoffs to the SE.

CAUTION: 836' antenna 1.1 miles S of approach end of Runway 28.

*600-1 required for takeoff on Runway 14.

**Descent below 1000' not authorized for aircraft not equipped for simultaneous reception of VOR and ILS.

City, Syracuse; State, N.Y.; Airport Name, Hancock; Elev., 421'; Fac. Class., ILS; Ident., I-SYR; Procedure No. ILS-10 (Back course), Amdt. 8; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 7; Dated, 23 Nov. 63

5. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
345°.....	215°.....	Within: 20 miles.....	2000	Surveillance approach			
215°.....	345°.....	20 miles.....	2500	T-dn.....	300-1	300-1	200-½
				C-dn.....	400-1	500-1	500-1½
				S-dn-30L.....	400-1	400-1	400-1
				S-dn-12R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar control will provide 1000' vertical clearance within a 3-mile radius or 500' vertical clearance within a 3- to 5-mile (inclusive) radius of radio towers 1680' 23 miles WNW, 2049' 9 miles NW and 1064' 14 miles N.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' on NW crs ILS (305°) within 20 miles or, when directed by ATC, turn right, climb to 2200', proceed direct to VOR.

#All aircraft are restricted to 300-1 minimum for takeoff on Runways 3-21, 16L-34R, and 12L-30R.

City, Austin; State, Tex.; Airport Name, Mueller Municipal; Elev., 631'; Fac. Class. and Ident., Austin Radar; Procedure No. 1, Amdt. 2; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 1; Dated, 12 Jan. 63

Transition				Surveillance approaches			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
000°.....	200°.....	Within: 30 miles.....	5000	Precision approach			
200°.....	000°.....	30 miles.....	4000	T-dn%**.....	300-1	300-1	200-½
				C-dn#.....	500-1	500-1	500-1½
				S-dn-29-11.....	400-1	400-1	400-1
				S-dn-27R-9L.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2
				Precision approach			
				S-dn-29*.....	200-½	200-½	200-½
				A-dn.....	600-2	600-2	600-2

Radar transitions and vectoring utilizing Oakland Radar authorized in accordance with approved radar patterns and sector altitudes.

Runway 27R: Proceed direct to OAK VOR climbing to 3000' on OAK VOR R-313 to Richmond Int.

Runway 29: Climb to 1000' on heading 293°, then turn right to intercept OAK VOR R-313, climbing to 3000' to Richmond Int.

Runway 11: Proceed direct to the IN LOM, climbing to 2500' in a 1-minute holding pattern NW of LOM (120° Inbnd), left turns.

Runway 9L: Proceed direct to the IN LOM, climbing to 2500' in a 1-minute holding pattern NW of LOM (120° Inbnd), left turns.

Alternate missed approach for:

Runways 27R and 29: Turn left, proceed direct to IN LOM, climbing to 2500' in a 1-minute holding pattern NW of LOM (120° Inbnd), left turns.

Runways 9L and 11: Turn right to intercept the OAK VOR R-313 climbing to 3000' to Richmond Int.

%300-1 required Runway 33.

*Runway visual range 2600' also authorized for landing on Runway 29; providing all components of the PAR, high-intensity runway lights, approach lights, condensers-discharge flasher, outer compass locator, and all related airborne equipment are operating satisfactorily. Descent below the authorized landing minimum altitude of 206' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

**Runway visual range 2600' also authorized for takeoff on Runway 29 in lieu of 200-½, when 200-½ is authorized, providing high-intensity runway lights are operational.

City, Oakland; State, Calif.; Airport Name, Metropolitan Oakland International; Elev., 10'; Fac. Class. and Ident., Oakland Radar; Procedure No. 1, Amdt. 9; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 8; Dated, 8 Feb. 64

PROCEDURE CANCELLED EFFECTIVE 22 FEB. 64.

City, Rapid City; State, S. Dak.; Airport Name, Municipal; Elev., 3181'; Fac. Class. and Ident., Ellsworth AFB Radar; Procedure No. 1, Amdt. 2; Eff. Date, 27 Oct. 62; Sup. Amdt. No. 1; Dated, 24 Feb. 62

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums				
From	To	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots											
															65 knots or less	More than 65 knots		
000	360	20	3000												Surveillance approach			
000	340			25	3000	30	4000								T-dn#	300-1	300-1	200-1/2
340	360			25	4000										C-dn	500-1	500-1	500-1 1/2
															S-dn@	500-1	500-1	500-1
															S-dn-10L	400-1	400-1	400-1
															A-dn	800-2	800-2	800-2
															Precision approach			
															S-dn-28L*	200-1/2	200-1/2	200-1/2
															A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—Runways 5, 10R, 10L, 14: Climb to 3000' within 10 miles and proceed to GP LOM, hold E right turn, 1-minute pattern, 277° Inbd. Runways 23, 28R, 28L, 32: Climb to 3000' within 10 miles and proceed to Clinton R.Bu. Hold W, right turn, 1-minute pattern, 097° Inbd.

CAUTION: Runway 28R approach: Fluorescent street light aligned with Runway 28R and terminating approximately 3/4 mile from runway end. Can be mistaken for runway lights.

*Runway visual range 2600' also authorized for landing on Runway 28L providing all components of the PAR, high-intensity runway lights, approach lights, condenser-discharge flashers and outer compass locator are operating satisfactorily. Descent below 1403' shall not be made unless visual contact with approach lights has been established or the aircraft is clear of clouds.

#Runway visual range 2600' also authorized for takeoff on Runway 28L when 200-1/2 is authorized, providing high-intensity runway lights are operational. @All runways except 10L.

City, Pittsburgh; State, Pa.; Airport Name, Greater Pittsburgh; Elev., 1203'; Fac. Class. and Ident., Pittsburgh Radar; Procedure No. 1, Amdt. 6; Eff. Date, 22 Feb. 64; Sup. Amdt. No. 5; Dated, 6 July 63

Radar terminal area maneuvering sectors and altitudes														Ceiling and visibility minimums				
From	To	Dist.	Alt.	Condition	2-engine or less		More than 2-engine, more than 65 knots											
															65 knots or less	More than 65 knots		
000	360	15	1600												Surveillance approach			
305	275	15-25	1600												T-dn	300-1	300-1	200-1/2
275	305	15-25	2200												C-dn	500-1	500-1	500-1 1/2
															A-dn	800-2	800-2	800-2

Radar azimuths are clockwise with distance and altitudes based on antenna located at Hunter AFB. If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 0.0 mile radar fix, climb to 1500' and proceed direct to the Savannah VOR or, when directed by ATC, climb to 1700' and proceed direct to the Savannah LOM.

NOTE: Minimum radar vectoring altitude 1500' authorized within 6-mile radius of Travis Field. Aircraft on radar vector to Travis Field in a sector from 170° clockwise to 110° from Travis Field may descend to 600' after passing 5-mile radar fix to Travis Field.

Other change: Deletes straight-in minimum. City, Savannah; State, Ga.; Airport Name, Travis Field; Elev., 50'; Fac. Class. and Ident., Hunter AFB Radar; Procedure No. 1, Amdt. 1; Eff. Date, 22 Feb. 64; Sup. Amdt. No. Orig.; Dated, 30 Nov. 63

These procedures shall become effective on the dates specified therein.

These amendments are made under the authority of sections 307(c), 313(a), and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775).

Issued in Washington, D.C., on January 17, 1964.

G. S. MOORE,
Director, Flight Standards Service.

[F.R. Doc. 64-651; Filed, Feb. 11, 1964; 8:45 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 3016; Amdt. 685]

PART 507—AIRWORTHINESS DIRECTIVES

Pratt Read Model PR-G1 Glider

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection of the wood bulkhead for deterioration and repair or replacement if deterioration is found on Pratt Read Model PR-G1 gliders was published in 28 F.R. 13942.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

PRATT READ. Applies to all Model PR-G1 Gliders.

Compliance required as indicated.

Due to a deteriorating condition of the wood structure supporting the aft elevator bellcrank, resulting in loss of elevator control, accomplish the following within 25 hours' time in service after the effective date of this AD unless already accomplished within the last 75 hours' time in service, and at intervals thereafter not to exceed 100 hours' time in service from the last inspection, or one year, whichever occurs first.

(a) Remove the stabilizer and elevators and any other obstructing structure necessary to gain access to the aft internal fuselage area (tail cone section).

(b) With the use of a light and mirror, visually inspect for deterioration both the front and rear side of the wood bulkhead in the vicinity of its support of the aft elevator bellcrank.

(c) If indications of deterioration of the wood structure are found, repair that bulkhead in accordance with an FAA approved repair before further flight, or replace with a part having the same part number, or an FAA approved equivalent before further flight.

NOTE: After installation of a new or repaired bulkhead, it should be ascertained that the elevator is functioning properly throughout the entire range.

This amendment shall become effective March 13, 1964.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on February 5, 1964.

G. S. MOORE,
Director, Flight Standards Service.

[F.R. Doc. 64-1356; Filed, Feb. 11, 1964; 8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 539—CONVERSIONS BETWEEN PAY SYSTEMS

Rate of Basic Compensation in Conversion Actions

Effective upon publication in the FEDERAL REGISTER, the introductory paragraph of § 539.203 is amended as set out below.

§ 539.203 Rate of basic compensation in conversion actions.

When an employee occupies a position not subject to the Classification Act and the employee and his position are initially brought under the act pursuant to a reorganization plan or other legislation, an Executive order, a decision of the Commission under section 203 of the act, or an action by a department under authority of § 511.202 of this chapter, the department shall determine the employee's rate of basic compensation as follows:

(Sec. 1101, 63 Stat. 971, sec. 802(d) as added by sec. 604(b), 76 Stat. 848; 5 U.S.C. 1072, 1132(d))

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,

Executive Assistant to the Commissioners.

[P.R. Doc. 64-1375; Filed, Feb. 11, 1964; 8:47 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 74—SCABIES IN SHEEP

Interstate Movement

Pursuant to the provisions of sections 1 through 4 of the Act of March 3, 1905, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, and sections 4 through 7 of the Act of May 29, 1884, as amended (21 U.S.C. 111-113, 115, 117, 120, 121, 123-126), §§ 74.2 and 74.3 of Part 74, Subchapter C, Chapter I, Title 9, Code of Federal Regulations, as amended, are hereby amended to read, respectively, as follows:

§ 74.2 Designation of free and infected areas.

(a) Notice is hereby given that sheep in the following States, Territories, and District, or parts thereof as specified, are not known to be infected with scabies, and such States, Territories, District, and parts thereof, are hereby designated as free areas:

(1) Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Hawaii, Idaho, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Montana, Nevada, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Oklahoma, Oregon, Puerto Rico, Rhode Island, South Carolina, South Dakota, Texas, Utah, Vermont, Virgin Islands of the United States, Washington, and Wyoming;

(2) The following counties in Illinois: Bond, Clay, Clinton, Lawrence, Madison, Marion, and Richland; and all counties in the State of Illinois lying south thereof;

(3) All counties in Kansas except Cloud, Ellsworth, Harper, Jewell, and Sedgewick;

(4) All counties in Minnesota except Jackson and Lincoln;

(5) The following counties in Missouri: Cole, Cooper, Franklin, Gasconade, Jackson, Lafayette, Moniteau, Osage, St. Louis, and Saline; and all counties in the State of Missouri lying south thereof;

(6) The following counties in Nebraska: Arthur, Banner, Blaine, Brown, Chase, Cherry, Cheyenne, Deuel, Dundy, Garden, Grant, Hooker, Keith, Keya Paha, Kimball, Loup, Perkins, Rock, Scotts Bluff, Sheridan, and Thomas;

(7) All counties in New Mexico except those portions of Lincoln County and Socorro County lying within the area bounded by a line beginning at a point on U.S. Highway No. 54 where said highway crosses the Lincoln-Torrance County line at the town of Corona, New Mexico; and thence, running in a westerly direction along the Lincoln-Torrance County line and the Socorro-Torrance County line to New Mexico State Highway No. 10; thence, running in a southerly and southeasterly direction along New Mexico State Highway No. 10 to its intersection with U.S. Highway No. 54; thence, running in a southerly direction along U.S. Highway No. 54 to its intersection with U.S. Highway No. 380 at the town of Carrizozo, New Mexico; thence, running in a southeasterly direction along U.S. Highway No. 380 to its intersection with New Mexico State Highway No. 48 at the town of Capitan, New Mexico; thence, running in an easterly direction along New Mexico State Highway No. 48 to its intersection with the Lincoln-Chaves County line; thence, running northward along the Lincoln-Chaves County line and the Lincoln-De Baca County line to the northeast corner of Lincoln County; thence, running westerly along the Lincoln-Guadalupe County line to its intersection with the Lincoln-Torrance County line; thence, running southerly along the Lincoln-Torrance County line to the southeast corner of Torrance County; thence, running westerly along the Lincoln-Torrance County line to the point of beginning at the town of Corona, New Mexico;

(8) All counties in Pennsylvania except Cumberland;

(9) All counties in Virginia except Augusta;

(10) All counties in Wisconsin except Saint Croix.

(b) Notice is hereby given also that sheep scabies exists in all States and Territories and parts of States not designated as free areas in paragraph (a) of this section, and they are hereby designated as infected areas.

§ 74.3 Designation of eradication areas.

(a) Notice is hereby given that sheep in the following States, or parts thereof as specified, are being handled systematically to eradicate scabies in sheep, and such States, and parts thereof, are hereby designated as eradication areas:

(1) Kentucky and Tennessee;

(2) All counties in Illinois except Bond, Clay, Clinton, Lawrence, Madison,

Marion, and Richland; and all counties in the State of Illinois lying south thereof;

(3) The following counties in Kansas: Cloud, Ellsworth, Harper, Jewell, and Sedgewick;

(4) The following counties in Minnesota: Jackson and Lincoln;

(5) All counties in Missouri except Cole, Cooper, Franklin, Gasconade, Jackson, Lafayette, Moniteau, Osage, St. Louis, and Saline; and all counties in the State of Missouri lying south thereof;

(6) All counties in Nebraska except Arthur, Banner, Blaine, Brown, Chase, Cherry, Cheyenne, Deuel, Dundy, Garden, Grant, Hooker, Keith, Keya Paha, Kimball, Loup, Perkins, Rock, Scotts Bluff, Sheridan, and Thomas;

(7) The designated parts of the following counties in New Mexico: Those portions of Lincoln County and Socorro County lying within the area bounded by a line beginning at a point on U.S. Highway No. 54 where said highway crosses the Lincoln-Torrance County line at the town of Corona, New Mexico; and thence, running in a westerly direction along the Lincoln-Torrance County line and the Socorro-Torrance County line to New Mexico State Highway No. 10; thence, running in a southerly and southeasterly direction along New Mexico State Highway No. 10 to its intersection with U.S. Highway No. 54; thence, running in a southerly direction along U.S. Highway No. 54 to its intersection with U.S. Highway No. 380 at the town of Carrizozo, New Mexico; thence, running in a southeasterly direction along U.S. Highway No. 380 to its intersection with New Mexico State Highway No. 48 at the town of Capitan, New Mexico; thence, running in an easterly direction along New Mexico State Highway No. 48 to its intersection with the Lincoln-Chaves County line; thence, running northward along the Lincoln-Chaves County line and the Lincoln-De Baca County line to the northeast corner of Lincoln County; thence, running westerly along the Lincoln-Guadalupe County line to its intersection with the Lincoln-Torrance County line; thence, running southerly along the Lincoln-Torrance County line to the southeast corner of Torrance County; thence, running westerly along the Lincoln-Torrance County line to the point of beginning at the town of Corona, New Mexico;

(8) The following county in Pennsylvania: Cumberland;

(9) The following county in Virginia: Augusta;

(10) The following counties in West Virginia: Berkeley, Fayette, Grant, Greenbrier, Hampshire, Hardy, Jefferson, Mercer, Mineral, Monroe, Morgan, Nicholas, Pendleton, Pocahontas, Raleigh, Randolph, Summers, Tucker, Upshur, and Webster;

(11) The following county in Wisconsin: Saint Croix.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, as amended, 1266, as amended; 21 U.S.C. 111-113, 115, 117, 120, 121, 123-126; 19 P.R. 74, as amended)

Effective date. The foregoing amendments shall become effective upon publication in the FEDERAL REGISTER.

The amendments add the county of Morrill in the State of Nebraska to the list of infected and eradication areas and delete such county from the list of free areas as sheep scabies is known to exist therein. After the effective date of these amendments, the restrictions pertaining to the interstate movement of sheep from or into infected and eradication areas as contained in 9 CFR Part 74, as amended, will apply to such County.

The amendments impose certain restrictions necessary to prevent the spread of scabies, a communicable disease of sheep, and must be made effective immediately in order to accomplish their purpose in the public interest. Accordingly, under Section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and contrary to the public interest and good cause is found for making the amendments effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 7th day of February 1964.

M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 64-1398; Filed, Feb. 11, 1964; 8:49 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission [Docket C-691]

PART 13—PROHIBITED TRADE PRACTICES

Associated Sewing Supply Co., and Russell Hamilton

Subpart—Advertising falsely or misleadingly: § 13.15 *Business status, advantages, or connections*; § 13.15-30 *Connections or arrangements with others*; § 13.15-278 *Time in business*; § 13.155 *Prices*; § 13.155-10 *Bait*; § 13.155-40 *Exaggerated as regular and customary*; § 13.157 *Prize contests*; § 13.235 *Source or origin*; § 13.235-50 *Maker or seller, etc.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Associated Sewing Supply Co., et al., St. Paul, Minn., Docket C-691, Jan. 21, 1964]

In the Matter of Associated Sewing Supply Co., a Corporation, and Russell Hamilton, Individually and as an Officer of Said Corporation

Consent order requiring retailers of sewing machines in St. Paul, Minn., to cease, in direct mail and other advertising and through statements of their salesmen, making "bait" offers to sell

repossessed machines which were not bona fide, representing falsely that machines would be awarded as prizes to contest winners or given free to a selected person on condition that he purchase a cabinet for it at their wholesale price; misrepresenting the manufacturers of their machines, and representing them as affiliated with a well known company; representing sale prices falsely as reduced from purported regular prices; and falsely representing their length of time in business.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That Associated Sewing Supply Co., a corporation, and its officers, and Russell Hamilton, individually and as an officer of said corporation, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of sewing machines or other products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using in any manner, a sales plan, scheme or device wherein false, misleading or deceptive statements or representations are made in order to obtain leads or prospects for the sale of merchandise or services.

2. Discouraging the purchase of, or disparaging, any merchandise or services which are advertised or offered for sale.

3. Representing, directly or indirectly, that any merchandise or services are offered for sale when such offer is not a bona fide offer to sell said merchandise or services.

4. Representing, directly or indirectly, that sewing machines offered for sale by respondents are made or manufactured by any person, firm or corporation other than the true manufacturer.

5. Representing, directly or indirectly, that respondents, or any business company or organization owned or controlled by them, is affiliated or associated with any other business company or organization with which the respondents are not actually associated or affiliated.

6. Representing, directly or indirectly, that:

(a) Any amount is respondents' usual and customary retail price of merchandise when it is in excess of the price or prices at which such merchandise is usually and customarily sold by respondents at retail in the recent, regular course of their business.

(b) Any saving from respondents' usual and customary retail price is afforded to the purchasers of respondents' merchandise unless the price at which it is offered constitutes a reduction from the price or prices at which said merchandise has been usually and customarily sold by respondents in the recent, regular course of their business.

7. Misrepresenting, by means of comparative prices, or in any other manner, the savings available to purchasers of respondents' merchandise.

8. Representing, directly or indirectly, that respondents had been in the sewing machine business prior to the year 1955.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: January 21, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-1368; Filed, Feb. 11, 1964; 8:46 a.m.]

[Docket 6557 o.]

PART 13—PROHIBITED TRADE PRACTICES

Brillo Manufacturing Co., Inc.

Subpart—Acquiring corporate stock or assets: § 13.5 *Acquiring corporate stock or assets.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 7, 38 Stat. 731, as amended; 15 U.S.C. 18) [Cease and desist order, Brillo Manufacturing Company, Inc., Brooklyn 1, N.Y., Docket 6557, Jan. 17, 1964.]

Order requiring the largest producer of steel wool and steel wool products in the United States, accounting in 1954 for 50 percent of the total of approximately \$20,000,000.00 of sales for household use and 30 percent of the total of \$4,500,000.00 for industrial use—to divest itself absolutely, within one year, of all the assets, properties, rights and privileges, tangible and intangible, relating to the sale of industrial steel wool—including patents, trademarks, trade names and customers' lists—acquired by it as a result of the acquisition in 1955 of the stock, assets and business of the fourth ranking producer of household steel wool, but excluding from the order the plant and fixed assets of the acquired company; requiring that it refrain for five years from selling industrial steel wool to customers of the acquired company except as it served them in 1955; and requiring that it not manufacture industrial steel wool on the acquired premises except for such amounts as might be a by-product of the manufacture of household steel wool products, all as in the order below specified.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondent Brillo Manufacturing Company, Inc., a corporation, and its officers, directors, agents, representatives and employees, and its successors and assigns, within one year from service hereof shall divest itself absolutely, in good faith, of all assets, properties, rights and privileges, tangible and intangible, of The Williams Company relating to the sale of industrial steel wool, including patents, trademarks, trade names, and customers' lists, acquired by said respondent as a result of its acquisition of the stock of The Williams Company, but excluding the Williams plant, machinery, equipment and other, fixed assets.

It is further ordered, That in such divestment no property above mentioned

to be divested shall be sold or transferred, directly or indirectly to anyone, who at the time of the divestiture is a stockholder, officer, director, employee or agent of, or otherwise directly or indirectly connected with, or under the control or influence of, respondent or any of respondent's subsidiaries or affiliated companies.

It is further ordered, That from and after the effective date of such divestiture, respondent shall refrain, for a period of five (5) years, from selling industrial steel wool to customers of The Williams Company, excepting that respondent may continue to sell industrial steel wool to any customer it served in common with Williams as of July 5, 1955, providing the maximum unit annual quantity sold to each such common customer does not exceed the total unit quantity which respondent sold to it in the twelve months immediately preceding July 5, 1955.

It is further ordered, That from and after the effective date of such divestiture, respondent shall cease and desist from manufacturing industrial steel wool on the premises acquired from The Williams Company, except such amounts of industrial steel wool as may be incidental or a by-product of the manufacture of household steel wool products on such premises, and which are not suitable for conversion into household form.

It is further ordered, That as used herein the term "industrial steel wool" means steel wool of all grades and finished forms produced for sale to industrial users; the term "household steel wool" means steel wool and steel wool products other than industrial steel wool, and includes all steel wool products produced and sold for use by householders.

It is further ordered, That respondent shall, within ninety (90) days from the date of service upon it of this order, submit, in writing, for the consideration and approval of the Commission, its plans for compliance with this order, including the date within which compliance can be effected.

Issued: January 17, 1964.

By the Commission, Commissioner Anderson concurring in the result and Commissioner MacIntyre not concurring.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-1369; Filed, Feb. 11, 1964;
8:46 a.m.]

[Docket C-692]

PART 13—PROHIBITED TRADE PRACTICES

Cartwright's Town House, Inc., et al.

Subpart—Concealing, obliterating or removing law required and informative marking: § 13.512 *Fur products tags or identification*; § 13.523 *Textile fiber products tags or identification*; § 13.525 *Wool products tags or identification*. Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*; § 13.1108-45 *Fur Products Labeling Act*. Subpart—Misbranding or mislabeling: § 13.1212 *Formal regulatory and statutory requirements*; § 13.1212-30 *Fur*

Products Labeling Act; § 13.1212-80 *Textile Fiber Products Identification Act*; § 13.1212-90 *Wool Products Labeling Act*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*; § 13.1852-35 *Fur Products Labeling Act*; § 13.1852-70 *Textile Fiber Products Identification Act*; § 13.1852-80 *Wool Products Labeling Act*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; secs. 2-5, 54 Stat. 1128-1130; sec. 8, 65 Stat. 179; 72 Stat. 1717; 15 U.S.C. 45, 68, 69f, 70) [Cease and desist order, Cartwright's Town House, Inc., et al., Rome, Ga., Docket C-692, Jan. 21, 1964]

In the Matter of Cartwright's Town House, Inc., a Corporation Trading as The Town House, Inc. and Joyce R. Lovell, Individually and as Manager of The Town House, Inc.

Consent order requiring the operators of a ladies specialty shop in Rome, Ga., to cease violating the Textile Fiber Products Identification Act, the Wool Products Labeling Act and the Fur Products Labeling Act by failing to label and invoice products as required by the applicable Act and removing labels or other identification prior to ultimate sale.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondents Cartwright's Town House, Inc., a corporation trading as The Town House, Inc., or under any other trade name, and its officers, and Joyce R. Lovell, individually and as manager of The Town House, Inc., and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, delivery for introduction, sale, advertising or offering for sale, in commerce, or in the transportation or causing to be transported in commerce, or the importation into the United States of any textile fiber product; or in connection with the sale, offering for sale, advertising, delivery, transportation or causing to be transported, of any textile fiber product which has been advertised or offered for sale in commerce; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, after shipment in commerce, of any textile fiber product, whether in its original state or contained in other textile fiber products, as the terms "commerce" and "textile fiber product" are defined in the Textile Fiber Products Identification Act do forthwith cease and desist from misbranding textile fiber products by failing to affix labels to such products showing each element of information required to be disclosed by section 4(b) of the Textile Fiber Products Identification Act.

It is further ordered, That the respondents Cartwright's Town House, Inc., a corporation, trading as The Town House, Inc., or under any other trade name and its officers, and Joyce R. Lovell, individually and as manager of The Town House, Inc., and respondents' agents, representatives and employees, directly or through any corporate or

other device, do forthwith cease and desist from removing, causing or participating in the removal of, the stamp, tag, label, or other identification required by the Textile Fiber Products Identification Act to be affixed to any textile fiber product, after such textile fiber has been shipped in commerce and prior to the time such textile fiber product is sold and delivered to the ultimate consumer.

It is further ordered, That respondents Cartwright's Town House, Inc., a corporation, trading as The Town House, Inc., or under any other trade name, and its officers, and Joyce R. Lovell, individually and as manager of The Town House, Inc., and respondents' agents, representatives and employees, directly or through any corporate or other device in connection with the introduction into commerce, or the offering for sale, sale, transportation or delivery for shipment, in commerce of any wool product as "wool product" and "commerce" are defined in the Wool Products Labeling Act of 1939, do forthwith cease and desist from failing to securely affix to or place on each product, a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner each element of information required to be disclosed by section 4(a) (2) of the Wool Products Labeling Act of 1939.

It is further ordered, That respondents Cartwright's Town House, Inc., a corporation, trading as The Town House, Inc., or under any other trade name, and its officers, and Joyce R. Lovell, individually and as manager of The Town House, Inc., and respondents' agents, representatives, and employees, directly or through any corporate or other device, do forthwith cease and desist from removing, causing or participating in the removal of any stamp, tag, label, or other means of identification affixed to any wool product subject to the provisions of the Wool Products Labeling Act of 1939 with intent to violate the provisions of the said Act.

It is further ordered, That respondents Cartwright's Town House, Inc., a corporation, trading as The Town House, Inc., or under any other trade name, and its officers, and Joyce R. Lovell, individually and as manager of The Town House, Inc., and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the offering for sale, sale, advertising, transportation or distribution in commerce, of any fur product; or in connection with the sale, advertising, offering for sale, transportation or distribution of any fur product which has been made in whole or in part of fur which has been shipped and received in commerce; as "commerce", "fur", and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding fur products by failing to affix labels to fur products showing in words and figures plainly legible all of the information required to be disclosed by each of the subsections of section 4(a) of the Fur Products Labeling Act.

B. Falsely or deceptively invoicing fur products by failing to furnish invoices to purchasers of fur products showing in words and figures plainly legible all the information required to be disclosed in each of the subsections of section 5(b) (1) of the Fur Products Labeling Act.

It is further ordered, That respondents Cartwright's Town House, Inc., a corporation, trading as The Town House, Inc., or under any other trade name, and its officers, and Joyce R. Lovell, individually and as manager of The Town House, Inc., and respondents' agents, representatives, and employees, directly or through any corporate or other device, do forthwith cease and desist from removing, or causing or participating in the removal of, prior to the time any fur product subject to the provisions of the Fur Products Labeling Act is sold and delivered to the ultimate consumer, any label required by the said Act to be affixed to such fur product.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with this order.

Issued: January 21, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-1370; Filed, Feb. 11, 1964;
8:46 a.m.]

[Docket C-690]

PART 13—PROHIBITED TRADE PRACTICES

Halsam Products Co.

Subpart—Advertising falsely or misleadingly: § 13.45 *Content*. Subpart—Misbranding or mislabeling: § 13.1200 *Content*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Halsam Products Company, Chicago, Ill., Docket C-690, Jan. 21, 1964]

Consent order requiring a Chicago distributor of toys and related products to cease representing falsely in pictorial representations in labeling and in advertisements in catalogs that its product "American Logs" included a ridge pole and roof planks which were grooved, and that from the component parts in the containers there might be made a western cabin as pictured.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

It is ordered, That respondent Halsam Products Company, a corporation, and its officers, representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of toys or related products, in commerce, as "commerce" is defined in the Federal

Trade Commission Act, do forthwith cease and desist from: Representing, by use of any illustration or depiction purporting to illustrate, depict or demonstrate any toy or related product, or the performance thereof, or representing in any other manner, directly or by implication, that any toy or related product contains a component or performs in any manner not in accordance with fact.

It is further ordered, That the respondent herein shall, within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with this order.

Issued: January 21, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-1371; Filed, Feb. 11, 1964;
8:46 a.m.]

[Docket C-685 etc.]

PART 13—PROHIBITED TRADE PRACTICES

S. Shamash & Sons, Inc., et al.

Subpart—Importing, selling, or transporting flammable wear: § 13.1060 *Importing, selling, or transporting flammable wear*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 67 Stat. 111, as amended; 15 U.S.C. 45, 1191) [Cease and desist orders: S. Shamash & Sons, Inc., et al., Docket C-685; Walter Strassburger & Co., Inc., et al., Docket C-686; Kabat Textile Corporation et al., Docket C-687; New York Sankyo Seiko Co., Ltd., et al., Docket C-688; and The Schwarzenbach Huber Co., Inc., et al., Docket C-689, New York, N.Y., Jan. 21, 1964]

In the Matters of: S. Shamash & Sons, Inc., a Corporation, and Jack Shamash, Individually and as an Officer of Said Corporation; Walter Strassburger & Co., Inc., a Corporation, and Walter Strassburger, Individually and as an Officer of Said Corporation; Kabat Textile Corporation, a Corporation, and Milton J. Adelman, Individually and as an Officer of Said Corporation; New York Sankyo Seiko Co., Ltd., a Corporation, and Takizo Miki, Takamori Kono, Tamotsu Ohara, Individually and as Officers of Said Corporation; The Schwarzenbach Huber Co., Inc., a Corporation, and Robert Schwarzenbach, Walter J. Braun, Kurt O. Trueb, Jerold P. Elden, Michael F. Kopec, and Samuel I. Mandel, Individually and as Officers of Said Corporation

Consent order requiring 5 corporate importers and distributors of imported fabrics in New York City to cease violating the Flammable Fabrics Act by importing and/or selling in commerce fabrics so highly flammable as to be dangerous when worn.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows:

I. It is ordered, That each respondent named in the above-captioned proceedings, and its officers, directly or through any corporate or other device, do forthwith cease and desist from:

(a) Importing into the United States; or

(b) Selling, offering for sale, introducing, delivering for introduction, transporting, or causing to be transported, in commerce, as "commerce" is defined in the Flammable Fabrics Act; or

(c) Transporting or causing to be transported, for the purpose of sale or delivery after sale in commerce, any fabric which, under the provisions of section 4 of the said Flammable Fabrics Act, as amended, is so highly flammable as to be dangerous when worn by individuals.

Provided, however, That nothing contained herein shall affect any rights afforded to the respondents by Section 11 of the Flammable Fabrics Act.

II. It is further ordered, That respondents hereinbefore named furnish to the Federal Trade Commission within 5 days after service of this order a special report which:

(a) Contains a list of the names and addresses of all of the corporate respondents' customers to whom shipments were made, since July 1, 1963, of fabric style AK 777 and/or quality 745 or 748 and/or of any other fabric which under the provisions of section 4 of the said Flammable Fabrics Act, as amended, is so highly flammable as to be dangerous when worn by individuals.

(b) Shows that respondents have notified in writing the customers of the corporate respondent to whom any of the shipments referred to in subparagraph (a) above were made, as to the questionable flammable nature of the fabrics contained in such shipments.

(c) Contains copies of the aforesaid notification to each of the customers referred to in subparagraph (a) and copies of any and all responses to the aforesaid notification.

III. It is further ordered, That respondents shall forward to the Commission, within two (2) days after receipt thereof, copies of any and all responses to the notification required by Subparagraph (c) of Paragraph II above which are received by respondents after the due date of the aforesaid special report.

IV. It is further ordered, That the respondents herein shall, within five (5) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with Paragraph I of this order.

Issued: January 21, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-1372; Filed, Feb. 11, 1964;
8:47 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 25—DRESSINGS FOR FOODS

PART 121—FOOD ADDITIVES

Calcium Disodium Ethylenediaminetetraacetate, Disodium Ethylenediaminetetraacetate; Order Affecting Nomenclature and Listing as Optional Ingredients of Mayonnaise, French Dressing, and Salad Dressing

A notice of proposed rule making in the above-referenced matters was published in the FEDERAL REGISTER of October 12, 1963 (28 F.R. 10976, 10977) setting forth proposals by Corn Products Company, 717 Fifth Avenue, New York, New York, and by the Kraft Foods Division of National Dairy Products Corporation, 500 Peshtigo Court, Chicago, Illinois, to amend the standards of identity for mayonnaise, french dressing, and salad dressing, to provide for the optional use of the preservatives calcium disodium ethylenediaminetetraacetate and disodium ethylenediaminetetraacetate. The notice also included certain proposed amendments to the food additive regulations to recognize the now commonly used names of the additives involved.

On the basis of the relevant information available, and giving consideration to the comments filed, it is concluded that it will promote honesty and fair dealing in the interests of consumers to adopt the amendments proposed. Therefore, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 401, 409 (d), 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 72 Stat. 948, 1787; 21 U.S.C. 341, 348(d), 371) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 2.90; 29 F.R. 471), it is ordered:

A. That the standards of identity for mayonnaise, french dressing, and salad dressing (21 CFR 25.1, 25.2, 25.3) be amended as set forth below:

1. Section 25.1 is amended as follows:
a. Paragraph (a) is amended by inserting therein after subparagraph (5), and preceding the sentence "Mayonnaise may be mixed * * *" a new sentence reading as follows.

§ 25.1 Mayonnaise, mayonnaise dressing; identity; label statement of optional ingredients.

- (a) * * *
(5) * * *

Mayonnaise may contain one or both of the optional ingredients specified in paragraph (d) of this section, subject to the conditions prescribed in that paragraph. * * *

b. A new paragraph (d) is added and the present paragraph designation (d) is changed to (e), so that as modified paragraphs (d) and (e) read as follows:

(d) Mayonnaise may contain calcium disodium EDTA (calcium disodium ethylenediaminetetraacetate) or disodium EDTA (disodium ethylenediaminetetraacetate), singly or in combination. The quantity of such added ingredient or combination does not exceed 75 parts per million by weight of the finished food.

(e) (1) When the additional optional acidifying ingredient as provided in paragraph (b) (1) of this section is used, the label shall bear the statement "citric acid added" or "with added citric acid."

(2) If mayonnaise contains calcium disodium EDTA or disodium EDTA or both, the label shall bear the statement "_____ added to protect flavor" or "_____ added as a preservative," the blank being filled in with the words "calcium disodium EDTA" or "disodium EDTA" or both, as appropriate.

(3) Wherever the name "mayonnaise" or "mayonnaise dressing" appears on the label so conspicuously as to be easily seen under customary conditions of purchase, the statements specified in this paragraph, showing the optional ingredients present, shall immediately and conspicuously precede or follow such name, without intervening written, printed, or graphic matter.

§ 25.2 [Amendment]

2. Section 25.2 French dressing * * * is amended as follows:

a. Paragraph (a) is amended by inserting a new sentence: "French dressing may contain one or both of the optional ingredients specified in paragraph (d) of this section, subject to the conditions prescribed in that paragraph", preceding the sentence "French dressing may be mixed * * *".

b. A new paragraph (d) is added, and the present paragraph designation (d) is changed to (e), so that as modified paragraphs (d) and (e) read as follows:

(d) French dressing may contain calcium disodium EDTA (calcium disodium ethylenediaminetetraacetate) or disodium EDTA (disodium ethylenediaminetetraacetate), singly or in combination. The quantity of such added ingredient or combination does not exceed 75 parts per million by weight of the finished food.

(e) (1) When the additional optional acidifying ingredient as provided in paragraph (b) (1) of this section is used, the label shall bear the statement "citric acid added" or "with added citric acid." When an optional emulsifying ingredient as provided in paragraph (c) (1) of this section is used, the label shall bear the statement "_____ added" or "with added _____," the blank being filled in with the common name or names of the emulsifying ingredient or mixture of emulsifying ingredients used, as specified in paragraph (c) (1) of this section; or, alternatively, with the words "algin derivative," if propylene glycol ester of alginic acid is used; or with the words "vegetable gum" if any one of the vegetable gums, gum acacia, carob bean gum, guar gum, gum karaya, or gum tragacanth, is used; or with the words "vegetable gums" if two or more such vegetable gums are used. Label state-

ments specified in this paragraph for declaring the presence of optional ingredients may be combined, as for example, "with added citric acid and sodium carboxymethylcellulose."

(2) If french dressing contains calcium disodium EDTA or disodium EDTA or both, the label shall bear the statement "_____ added to protect flavor" or "_____ added as a preservative," the blank being filled in with the words "calcium disodium EDTA" or "disodium EDTA" or both, as appropriate.

(3) Wherever the name "french dressing" appears on the label so conspicuously as to be easily seen under customary conditions of purchase, the statements specified in this paragraph, showing the optional ingredients present, shall immediately and conspicuously precede or follow such name, without intervening written, printed, or graphic matter.

§ 25.3 [Amendment]

3. Section 25.3 Salad dressing * * * is amended as follows:

a. Paragraph (a) is amended by inserting therein a new sentence "Salad dressing may contain one or both of the optional ingredients specified in paragraph (e) of this section, subject to the conditions prescribed in that paragraph", preceding the sentence "Salad dressing may be mixed * * *".

b. A new paragraph (e) is added and the present paragraph designation (e) is changed to (f), so that as modified paragraphs (e) and (f) read as follows:

(e) Salad dressing may contain calcium disodium EDTA (calcium disodium ethylenediaminetetraacetate) or disodium EDTA (disodium ethylenediaminetetraacetate), singly or in combination. The quantity of such added ingredient or combination or does not exceed 75 parts per million by weight of the finished food.

(f) (1) When the additional optional acidifying ingredient as provided in paragraph (b) (1) of this section is used, the label shall bear the statement "citric acid added" or "with added citric acid." When an optional emulsifying ingredient as provided in paragraph (d) of this section is used, the label shall bear the statement "_____ added" or "with added _____," the blank being filled in with the common name or names of the emulsifying ingredient or mixture of emulsifying ingredients used, as specified in paragraph (d) of this section; or, alternatively, with the words "algin derivative," if propylene glycol ester of alginic acid is used; or with the words "vegetable gum" if any one of the vegetable gums, gum acacia, carob bean gum, guar gum, gum karaya, or gum tragacanth, is used; or with the words "vegetable gums," if two or more such vegetable gums are used. Label statements specified in this paragraph for declaring the presence of optional ingredients may be combined, as for example, "with added citric acid and sodium carboxymethylcellulose."

(2) If salad dressing contains calcium disodium EDTA or disodium EDTA or both the label shall bear the statement "_____ added to protect flavor" or "_____ added as a preservative," the

blank being filled in with the words "calcium disodium EDTA" or "disodium EDTA" or both, as appropriate.

(3) Wherever the name "salad dressing" appears on the label so conspicuously as to be easily seen under customary conditions of purchase, the statements specified in this paragraph showing the optional ingredients present, shall immediately and conspicuously precede or follow such name, without intervening written, printed, or graphic matter.

B. The amendments to Part 121 are adopted as proposed.

1. Section 121.1017 is amended by changing the section heading, the introduction to the section, the table in paragraph (b) (2), and paragraph (d) to read as set forth below:

§ 121.1017 Calcium disodium EDTA.

The food additive calcium disodium EDTA (calcium disodium ethylenediaminetetraacetate) may be safely used in designated foods for the purposes and in accordance with the conditions prescribed, as follows:

(b) * * *

Food	Limitation (parts per million)	Use
Dressings, nonstandardized	75	Preservative.
French dressing	75	Do.
Mayonnaise	75	Do.
Salad dressing	75	Do.
Sandwich spread	100	Do.
Sauces	75	Do.

(d) In the standardized foods listed in paragraph (b) of this section, the additives are used only in compliance with the applicable standards of identity for such foods.

2. Section 121.1056 is amended by changing the section heading, and the tabulations in paragraph (b) (1) and (2) to read as set forth below, and by adding thereto a new paragraph (d), as follows:

§ 121.1056 Disodium EDTA.

(b) * * *

Food	Limitation (parts per million)	Use
Aqueous multivitamin preparations.	150	With iron salts as a stabilizer for vitamin B ₁₂ in liquid multivitamin preparations.
Canned kidney beans.	165	Preservative.
Dressings, nonstandardized.	75	Do.
French dressing	75	Do.
Frozen white potatoes including cut potatoes.	100	Promote color retention.
Mayonnaise	75	Preservative.
Salad dressing	75	Do.
Sandwich spread	100	Do.
Sauces	75	Do.

(2) * * *

Food	Limitation (parts per million)	Use
Dressings, nonstandardized	75	Preservative.
French dressing	75	Do.
Mayonnaise	75	Do.
Salad dressing	75	Do.
Sandwich spread	100	Do.
Sauces	75	Do.

(d) In the standardized foods listed in paragraph (b) (1) and (2) of this section the additives are used only in compliance with the applicable standards of identity for such foods.

Any person who will be adversely affected by the foregoing order may within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing, and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective 60 days from the date of its publication in the FEDERAL REGISTER, except as to any provisions that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Secs. 401, 409(d), 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 72 Stat. 948, 1787; 21 U.S.C. 341, 348(d), 371)

Dated: February 6, 1964.

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 64-1386; Filed, Feb. 11, 1964; 8:48 a.m.]

PART 45—OLEOMARGARINE, MARGARINE; DEFINITIONS AND STANDARDS OF IDENTITY

Oleomargarine; Order Amending Identity Standard To Permit Calcium Disodium Ethylenediaminetetraacetate as Optional Preservative Ingredient

In the matter of amending the standard of identity for oleomargarine by listing calcium disodium EDTA (calcium disodium ethylenediaminetetraacetate) in an amount not exceeding 75 parts per million by weight as an optional flavor-preserving ingredient:

No comments were received in response to the notice of proposed rule making in

the above-identified matter published in the FEDERAL REGISTER of October 12, 1963 (28 F.R. 10977). In consideration of the information furnished in the petition and other relevant information available, it is concluded that the standard of identity for oleomargarine should be amended to list calcium disodium EDTA as a permitted optional ingredient.

The proposal provided that the calcium disodium EDTA would be added by incorporating it in the milk ingredient used. The identity standard includes a provision for making oleomargarine without a milk ingredient. It is concluded that the amendment should be worded so as not to limit the use of calcium disodium EDTA to the oleomargarine made with a milk ingredient. This purpose can be achieved by omitting the phrase "incorporated in the milk ingredient used."

It is concluded that it will promote honesty and fair dealing in the interest of consumers to amend the definition and standard of identity for oleomargarine as hereinafter set forth. Therefore, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended, 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and delegated to the Commissioner of Food and Drugs (21 U.S.C. 90; 29 F.R. 471), *It is ordered*, That § 45.1 *Oleomargarine, margarine* * * * (21 CFR 45.1; 28 F.R. 7473) be amended by adding to paragraph (a) (3) a new subdivision (xii), and by adding to paragraph (b) (1), at the end of the list of labeling requirements a new item, as set forth below:

§ 45.1 Oleomargarine, margarine; identity; label statement of optional ingredients.

(a) * * *

(3) * * *

(xii) Calcium disodium EDTA (calcium disodium ethylenediaminetetraacetate), in an amount not to exceed 75 parts per million by weight of the finished oleomargarine.

(b) (1) * * *

Subparagraph (3) (xii)—"Calcium disodium EDTA added to protect flavor" or "Calcium disodium EDTA added as a preservative."

Any person who will be adversely affected by the foregoing order may within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing, and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied

by a memorandum or brief in support thereof.

Effective date. This order shall become effective 60 days from the date of its publication in the FEDERAL REGISTER, except as to any provisions that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Secs. 401, 701, 52 Stat. 1046, 1055, as amended, 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371)

Dated: February 6, 1964.

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 64-1387; Filed, Feb. 11, 1964;
8:48 a.m.]

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

COMPONENTS OF PAPER AND PAPERBOARD IN CONTACT WITH DRY FOOD

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition (FAP 1245) filed by Nopco Chemical Company, 60 Park Place, Newark 1, New Jersey, and other relevant material, has concluded that the food additive regulations should be amended to provide for the safe use of polyethylene glycol 200 as a component of paper and paperboard intended for use in contact with dry food. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), § 121.2571 *Components of paper and paperboard in contact with dry food* is amended by inserting alphabetically in the "List of substances" in paragraph (b) the following new item:

§ 121.2571 Components of paper and paperboard in contact with dry food.

(b) * * *

List of substances:	Limitations
Polyethylene glycol 200.....	

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER, file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show where in the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported

by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348 (c) (1))

Dated: February 6, 1964.

GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F.R. Doc. 64-1388; Filed, Feb. 11, 1964;
8:49 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 202—ANCHORAGE REGULATIONS

PART 203—BRIDGE REGULATIONS

PART 207—NAVIGATION REGULATIONS

Hudson River, N.Y.; Raccoon Creek, N.J.; Kissimmee River, Fla.

1. Pursuant to the provisions of section 1 of an Act of Congress approved April 22, 1940 (54 Stat. 150; 33 U.S.C. 180), § 202.60 is hereby amended prescribing a new paragraph (p-1) designating a special anchorage area on the west side of the Hudson River, at the United States Military Academy, West Point, New York, wherein vessels not more than 65 feet in length when at anchor shall not be required to carry or exhibit anchor lights, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 202.60 Port of New York and Vicinity.

(p-1) *Hudson River, at West Point.* That portion of the waters of the westerly side of the Hudson River, adjacent to the United States Military Academy, shoreward of a line connecting the extreme northwest corner of the south dock with a projection of land located approximately 1,575 feet north thereof.

[Regs., Jan. 29, 1964, 1507-32 (Hudson River, N.Y.)—ENG CW-ON] (Sec. 1, 54 Stat. 150; 33 U.S.C. 180)

2. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.225 governing the operation of bridges across navigable waters in the State of New Jersey where constant attendance of draw tenders is not required is hereby amended to include a new paragraph (f) (16-a), the Pennsylvania-Reading Seashore Lines railroad draw-

bridge across Raccoon Creek, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 203.225 Navigable waters in the State of New Jersey; bridges where constant attendance of draw tenders is not required.

(f) *The bridges to which this section applies, and the regulations applicable in each case, are as follows:*

(16-a) Raccoon Creek; Pennsylvania-Reading Seashore Lines railroad bridge at Bridgeport. At least four hours' advance notice required for opening this bridge during January, February and December between 10:00 p.m. and 6:00 a.m. on regular weekdays and at all times on Saturdays, Sundays and national holidays during these months.

[Regs., Jan. 29, 1964, 1507-32 (Raccoon Creek, N.J.)—ENG CW-ON] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

3. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), § 207.170c is hereby prescribed to govern the operation of locks on Kissimmee River, between Lake Tohopekaliga and Lake Okeechobee, Fla., effective for structure S-61, 30 days after publication in the FEDERAL REGISTER, and for structures S-65, S-65D and S-65E upon completion of construction, as follows:

§ 207.170c Kissimmee River, Navigation locks between Lake Tohopekaliga and Lake Okeechobee, Fla.; use, administration and navigation.

(a) The owner of or agency controlling the locks shall be required to open the navigation locks upon demand for passage of vessels during the following hours and periods:

LOCKS S-61, S-65, AND S-65E

Mon. through Fri.	All year.....	7:00 a.m. to 6:00 p.m.
Sat. and Sun...	1 Mar. through 31 Oct.	5:30 a.m. to 7:30 p.m.
Fat. and Sun...	1 Nov. through 28 Feb.	5:30 a.m. to 6:30 p.m.

Lock S-65D

Mon. through Fri.	All year.....	8:00 a.m. to 5:00 p.m.
Sat. and Sun...	1 Mar. through 31 Oct.	5:30 a.m. to 7:30 p.m.
Fat. and Sun...	1 Nov. through 28 Feb.	5:30 a.m. to 6:30 p.m.

(b) The owner of or agency controlling the locks shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of the locks indicating the nature of the regulations of this section.

[Regs., Jan. 29, 1964, 1507-32 (Kissimmee River, Fla.)—ENG CW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

J. C. LAMBERT,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 64-1355; Filed, Feb. 11, 1964;
8:45 a.m.]

Proposed Rule Making

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 14185; FCC 64-70]

FM BROADCAST RULES; ALLOCATION AND TECHNICAL STANDARDS

Third Further Notice of Proposed Rule Making

1. On August 1, 1963, the Commission released its "Third Report, Memorandum Opinion and Order" in this proceeding (FCC 63-735), 23 Pike and Fischer, R.R. 1859. In the "Third Report", we adopted a table of assignments for future FM stations and we lifted the partial "freeze" which had been imposed during prior phases of the rule making. We also stated that further notices of rule making would be issued to deal with the problem of power increases for existing "short-spaced" FM stations, the question of assignments in Hawaii, Guam, Puerto Rico, the Virgin Islands, and Alaska, and certain other matters pertaining to the educational channels. The purpose of the present notice is to set forth proposed rules concerning power increases for existing stations and to propose specific tables of assignments for Alaska, Hawaii, Puerto Rico, and the territories. A final notice of rule making, to be issued in the near future, will contain proposed new rules concerning the educational channels.

HAWAII, ALASKA, PUERTO RICO AND THE TERRITORIES

2. Appendix A set forth below contains proposed assignment tables for Hawaii, Alaska, Puerto Rico, and the Territories. In constructing these tables, Hawaii, Alaska, and Guam have been considered as located in Zone II.¹ The tentative tables for Puerto Rico and the Virgin Islands, however, have been developed on the basis of Zone I spacings—in view of the existing concentration of assignments in the area—and § 3.205 of the rules would be amended to reflect this fact. It should be noted that only 30 channels were available for assignments in Hawaii and only 40 channels in Alaska, the rest having been preempted for government and other uses. Nevertheless, the proposed tables for Alaska and Hawaii are not entirely "saturated" (except for the Honolulu area), and possibilities for additional assignments exist if they should be needed in the future. The proposed assignments for Alaska are, of course, subject to coordination with Canadian authorities.

3. As in our table of assignments for the conterminous States, all existing stations have been included on their present channels. We do not intend to bring

¹ Consistent with present § 3.205(b) of the Commission's rules.

about any wholesale modification of existing facilities, although this does not preclude the possibility of limited channel shifts if the comments filed should indicate this to be in the public interest.² Since the proposed tables are tentative and subject to continuing study by the Commission's staff, parties supporting specific new proposed assignments should present their views as well as parties opposing assignments or seeking additional or changed assignments. Parties seeking additional assignments at any particular location should propose specific channels in their comments and should include an engineering showing indicating that the proposed channel or channels would comply with mileage separation requirements for the Zone involved.

EXISTING SHORT-SPACED STATIONS

4. In adopting and reaffirming the mileage separation requirements now contained in § 3.207 of the Commission's rules, we recognized that a majority of the FM stations existing prior to our rule making would be "short-spaced" with respect to at least one other existing station.³ We noted that many of these existing stations had been "squeezed in" at such short spacings that they barely protected the 1 mv/m contour of some other station and that, in these cases, further improvement of facilities would have been impossible even under the old FM rules. We also noted, however, that many other existing stations were only moderately short-spaced under the new rules and that a substantial proportion of these stations could have increased facilities to at least some degree under the old rules. In the "Third Report", we announced that we intended to work out additional rules which would allow as many stations in the latter category as possible to increase facilities to some degree. Such increases are necessary, we believe, to improve FM service available to the public—particularly in the more congested areas of Zone I—and to obtain a greater degree of competitive equality between existing stations.⁴

² We effected a limited number of channel shifts and license modifications in the "Third Report" and subsequent documents. Usually these shifts were made at the request of the licensees involved, or with the consent of the licensees, although "show cause" proceedings were necessary in a few cases.

³ Since no new short-spaced assignments were made in the FM table adopted by the "Third Report", the short-spacing problem is one confined exclusively to stations authorized prior to August 1, 1962. After that date, no applications were granted which did not conform to the mileage separations adopted by the Commission in its "First Report and Order", in this Docket (FCC 62-866), 23 Pike and Fischer RR. 1801.

⁴ In the more congested areas of Zone I, where the greatest number of short-spaced assignments exist, it was not possible to make a substantial number of new Class B assignments. Therefore, the majority of problems involving competitive inequality

5. We present, in the paragraphs to follow, two alternative plans which would allow short-spaced stations to improve their facilities. Before setting forth the two major alternatives, however, we wish to point out again, as we did in the "Third Report", that a limited number of existing stations may be able to resolve short-spacing problems by requesting individual frequency changes or interrelated frequency changes. In the "Third Report" and in several subsequent orders in this proceeding, we have already modified the licenses of a number of existing stations so as to eliminate short-spacing problems. We will continue to give further consideration to requests of this nature. Where a proposed change or series of changes would eliminate all short-spacing problems, would create no new problems, and would not require the deletion of any existing or proposed assignment, the requested change or changes will, in all uncontested cases, be granted. Similarly, where a proposed change or series of changes would substantially improve one or more short spacings—even if the shortages were not entirely eliminated—and no new problems would be created, it is most probable that we would be prepared to modify the table of assignments and the licenses involved. Finally, we do not preclude the possibility that a series of channel changes might be approved even if a slight worsening of the position of one or more stations would be involved. In such a case, however, it would be necessary for the parties requesting the changes to show that there would be a marked net improvement in the overall assignment picture. We will treat requests for site changes for existing short-spaced stations in a similar manner. We do not propose to modify existing or proposed assignments so as to create a short-spaced station or assignment where none existed before.

ALTERNATIVE ONE: GENERAL HORIZONTAL INCREASE

6. As a first alternative, we request comments as to the merits, demerits, and net worth of a plan by which all short-spaced stations would be given authority to increase facilities to the maximum for their class. Were such a rule to be adopted, any station could increase to the maximum upon demonstration of its legal, financial, and technical qualifications. No showings as to interference caused or received would be required, nor would a claim of interference by any existing station be recognized as grounds for denial of an application seeking an increase in facilities.⁵ Therefore, any ex-

already existed prior to the adoption of the new FM rules and were in no way created by the new rules.

⁵ The question of power increases for existing short-spaced stations was raised in several petitions for reconsideration of the "First Report and Order" in this Docket. In the "Third Report, Memorandum Opinion

isting FM licensee believing that its operation might be adversely affected by grant of a power increase to another FM station should submit comments in this proceeding discussing both the general merits of the proposed rules and the potential effect on the respondent's station of applications filed pursuant to the proposed rules.

7. The major benefits and drawbacks of a rule authorizing all stations to increase power to the maximum for their class are readily apparent, although the proportionate weight that each should be assigned is not. The chief advantages of a horizontal increase are three. First, since no station would be prevented by rule from increasing to maximum facilities for its class, there would ultimately be a high degree of competitive equality among stations of the same class in the same Zone.⁶ Second, it appears likely that, on an overall basis, more people would gain new service or improved service and fewer people would lose service than under any other plan for improving the facilities of existing stations.⁷ Finally, a horizontal increase plan would be far less burdensome to effectuate for both the Commission and applicants seeking power increases than any other system.

and Order", we noted specifically that this question was being left open. Therefore, the only rights that short-spaced existing stations may claim under Section 316 of the Communications Act (with respect to each other), are to protection of the 1 mv/m contour—the generally recognized standard prior to institution of proceedings in this Docket. In the event that an existing station would suffer interference within its 1 mv/m contour from a power increase of another existing station (see paragraph 12, *infra*, and Appendix "B" for methods of prediction), the power increase would be made effective immediately only if (a) the consent of the existing station receiving interference were obtained, or (b) the license of the interfered-with station had been renewed since the adoption of these proposed rules. In all other cases where interference would be caused within the 1 mv/m contour of an existing station by an increase in the facilities of another existing station, the effective date of the authorization for increased facilities will be postponed until termination of the current license period for the interfered-with station. At that point, no rights to an adjudicatory hearing under Section 316 of the Communications Act would accrue. *Transcontinental Television Corp. v. F.C.C.*, 113 U.S. App. D.C. 384, 308 F. 2d 339 (1962), *The Goodwill Stations, Inc. v. F.C.C.*, U.S. App. D.C. —, — F. 2d — (Case No. 17498, decided October 31, 1963).

⁶ Of course, all stations of the same class would not have precisely equal service areas since the limit of interference-free service toward another short-spaced station would be determined by the extent of the short-spacing.

⁷ When two short-spaced stations operating with relatively equal submaximum facilities increase power to the maximum, each station keeps the same "interference-free" service contour in the direction of the other station, the area within which the stations render acceptable service extends further in other directions, and signal intensity within the old service contour increases. When two short-spaced stations increase facilities disproportionately, or one station does not increase at all, one station will lose some of its present service area and the other will gain. Total gains should, however, exceed total losses in most instances.

8. On the other hand, a rule authorizing all stations to increase power to the maximum may work a serious hardship on a licensee who cannot afford to increase facilities at the same time as one or more other stations toward whom the licensee's station is badly short-spaced. (See footnote 7.) Moreover, even when all stations in a chain linked together by short-spacing problems increase simultaneously to maximum facilities, stations having the largest existing facilities prior to the increase may well lose interference-free service area in the direction of other short-spaced stations having very limited facilities prior to the increase.⁸ Finally, Class A stations seriously short-spaced to first adjacent channel Class B or C stations may lose substantial "interference-free" service area even when there is a simultaneous increase to maximum facilities, particularly if the Class B or C station operated with extremely limited facilities prior to the increase.⁹

9. In filing comments regarding this first alternative proposal, parties should supply as much specific data as possible, indicating the effects that this plan would have in general, and in specific cases. Any showing which sets forth the potential effect of the proposed rule on a particular station should also indicate the effect upon any other facilities toward whom short-spacings exist. Parties commenting should also feel free to suggest modifications of this plan—e.g., required directionalization toward short-spaced Class A stations by stations of a higher class, or, required proportional power increases by extremely short-spaced stations of presently disproportionate facilities. If appropriate, the Commission will adopt some variation of the plan here presented without further notice of rule making.¹⁰ This could include spacings below which no increases would be permitted or horizontal increases to values below the present maximums.

ALTERNATIVE TWO: PROTECTION OF A SPECIFIED CONTOUR PLUS SIMULTANEOUS INCREASES BY MUTUAL AGREEMENT

10. As an alternative to the horizontal increase plan, we invite comments on two

⁸ As an example, assume that two co-channel Class B stations are only 100 miles apart. Station A now operates with a power of 20 kilowatts and an antenna height of 250 feet and Station B now operates with one kilowatt and 250 feet. Station A now has an "interference-free" service radius of 34 miles toward B and Station B now has an "interference-free" service radius of 12 miles toward A. If both stations increase power to 50 kilowatts, each will have an "interference-free" service radius of 22 miles toward the other—a loss of 12 miles for A. Of course Station A will increase its effective service radius in other directions where no short-spacings exist.

⁹ The extent of this problem is not so great as might be expected since the number of existing Class A stations short-spaced to Class B or C stations is relatively low and the short-spacings are not, in most of these cases, extreme.

¹⁰ Section 4(a) of the Administrative Procedure Act, 5 U.S.C. § 1003, requires that notice of rule making include only "the terms or substance of the proposed rule or a description of the subjects and issues involved".

other concurrent methods by which short-spaced stations would be authorized to increase power to some degree. The first of these methods, which could be of only limited applicability, would be the authorization of simultaneous power increases by linked groups of short-spaced stations by mutual agreement. Under this method, stations linked together in a relatively small "chain" by short-spacing problems could work out their own mutually advantageous plan for increasing facilities and then submit appropriate applications to the Commission. If all stations in the chain were of the same class and of relatively equal facilities, it would usually be in the interests of all the stations to increase power to the maximum for their class. Where the stations are of different classes or extremely disproportionate in existing facilities, proportional power increases or the use of directional antennas (see paragraph 13, *infra*), may be in order. In any event, it should be recognized that the potential benefits of this plan are severely limited by the necessity of reaching some agreement among the licensees involved. Where only two or three stations are involved in the short-spacing chain, this may not be too difficult. Unfortunately, however, a majority of short-spaced stations in Zone I are linked together in chains of considerably greater length.

11. As a second method, which would not require agreement among the licensees involved, we propose a modified version of the protected contour system in use prior to adoption of the new FM rules. Under this plan, most existing stations would be permitted to increase facilities to about the same degree as would have been possible under the old rules. The plan would be applied as a "go-no go" system and would work, in general as set forth in the following paragraph.

12. Table I in Appendix B shows the distance to the 1 mv/m contour for various antenna heights above average terrain and for various powers. The remaining tables in Appendix B show the distances to the various interfering contours (co-channel, adjacent channel, and second and third adjacent channels) also for various antenna heights and powers. Antenna heights are read to the nearest 100 feet¹¹ and the powers are interpolated to the tenth of a db. These tables would be used in the following manner. The station seeking an increase would first find the distance from the transmitter site of the station to which it is short and the 1 mv/m contour of that station. It would then subtract this distance from the separation between the two stations. Next, it would proceed to the appropriate table showing interfering contours for the channel separation involved. Then, entering this table at the antenna height proposed and moving across to the distance to its interfering contour the permitted power would be read from the top of the table.

¹¹ For heights below 500 feet they will be read to the nearest 50 feet. The final table will have entries for every 50 feet up to 500, 100 feet up to 2,000 and 200 feet above 2,000.

For example, assume two co-channel stations, both in Zone I and both Class B, are located 85 miles apart and one seeks a power increase. Let us assume that one station operates with 5 kw and antenna height of 200 feet. The other station seeking the increase operates with 1 kw and 200 feet antenna height. In order to find out what power would be permitted the latter station, the distance to the protected contour of the former is determined from Table I. For a power of 5 kw (7 dbk) and 200 feet we see that the distance is 13.3 miles. Since the stations are co-channel, use is made of Table II for determining the authorized power for the second station. Entering the table at 200 feet and moving over to a distance of 71.7 miles (85 minus 13.3) and interpolating we get an authorized power of 12.4 dbk or 17 kw. In no case, of course, would facilities in excess of those authorized for the class of station be permitted. The same procedure would be used for stations on adjacent channels.

13. Use of the tables described above would be combined with the permissive use of directional antennas to reduce radiation in the direction of short-spaced stations. Since these directional antennas would be used for protection purposes for stations spaced below the new minimums, there may be need for suitable reference antennas in order to demonstrate that the antenna is functioning as proposed and offering the needed protection to the pertinent stations. We propose the use of such a reference antenna only where the ratio of the maximum to minimum radiation exceeds 10 db. The maximum ratio authorized remains 15 db, the same as for directional antennas used by stations meeting the separation requirements. The powers permitted for short-spaced stations as obtained from the tables are for radiation on a direct line between the stations. These may be increased on either side, but in no event is the increase to be in excess of 2 db for any 10 degrees azimuth.¹³

14. The tables would be utilized with two additional provisos. When a sub-maximum station desires to increase power and is short-spaced to another station of the same class which operates with even smaller facilities than the station desiring the increase, the larger station must assume that the smaller station has facilities equal to its own for the purpose of determining protection requirements. The purpose of this proviso would be to preserve an opportunity for the smaller station to ob-

¹³ We wish to emphasize that this permissive use of directional antennas represents no departure from the assignment principles adopted in connection with the table of assignments. We will entertain no petitions to assign channels to communities at less than standard spacings with required use of directional antennas. Use of directional antennas under the limited circumstances described here is solely for the purpose of permitting existing stations which were licensed under previous rules to increase their facilities and improve the service they are rendering to the public. The basic principles and allocation plan adopted in the "Third Report" remain our objectives for the FM broadcasting service.

tain a more equal degree of increase, should it desire to do so in the future. Secondly, no station increasing facilities would be required to protect an existing "super-maximum" station to distances greater than 40 miles or 65 miles, for Class B and C stations, respectively.¹⁴

15. As applied in typical short-spacing situations, the proposed rules would produce the following results:

(a) No station would be permitted to increase facilities beyond the maximum for the class of station involved. Existing super-power facilities would be restricted to their present facilities.

(b) Where Station X just protects the 1 mv/m contour of Station Y, the former would be permitted no increase in facilities without directionalization—unless mutual agreement was reached between the two stations and all others in the particular "short-spacing" chain.

(c) If Station X has equal or smaller facilities than Station Y of the same class, X may increase its facilities until it just protects the 1 mv/m contour of Y, as shown by the tables in Appendix B.

(d) If Station X has larger facilities than Station Y of the same class, X must assume that Y has facilities equal to its own and may increase facilities until it just protects the 1 mv/m contour resulting from Y's assumed facilities, as shown by the tables in Appendix B.

(e) If Class B Station X is short-spaced to an existing super-maximum station of the same class, X must protect the super-maximum station to its actual 1 mv/m contour or 40 miles, whichever is less.

16. It is important to note that application of the system proposed will not work to the advantage of the "station applying first" to the extent that might be expected. This is best illustrated by a typical example: Assume that co-channel Class B stations X and Y are separated by only 100 miles and that both now operate with an antenna height of 250 feet and a power of 5 kw. If X applies for an increase in power now and Y does not, X may, without directionalization, increase power to 39.8 kw (16 dbk). If Y should later seek a power increase, it must protect the new 1 mv/m contour of X. Under the Tables, without directionalization, Y may increase power to 22.4 kw (13.5 dbk). The interference-free contour of X would extend 24 miles toward Y and the interference-free contour of Y would extend 20 miles toward X. Thus, X obtains a small advantage in seeking its increase in power first, but Y still retains substantial potential to increase its own facilities.

17. Our remarks in paragraph 9, supra, apply equally to comments with respect to this second alternative plan.

18. Authority for the adoption of the rules proposed above is contained in sections 4(i) and 303 of the Communications Act of 1934, as amended.

19. Pursuant to applicable procedures set out in § 1.415 of the Commission's

¹⁴ Insofar as application of these proposed rules would result in interference within the 1 mv/m contour of any existing station, our comments in footnote 5, supra, would apply.

rules, interested persons may file comments on or before March 27, 1964, and reply comments on or before April 10, 1964. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

20. In accordance with the provisions of § 1.419(b) of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished to the Commission.

Adopted: January 29, 1964.

Released: February 3, 1964.

FEDERAL COMMUNICATIONS COMMISSION,¹⁴

[SEAL] BEN F. WAPLE, Secretary.

APPENDIX A

Proposed Tables of Assignments for Alaska, Hawaii, Puerto Rico, Virgin Islands, and Guam:

ALASKA	
ZONE II	
	<i>Channel No.</i>
Anchorage -----	263, 267, 271, 288A
College -----	285A
Cordova -----	285A
Fairbanks -----	262, 266
Juneau -----	262, 286
Ketchikan -----	290, 294
Nome -----	262
Seward -----	276A
Sitka -----	284
HAWAII	
ZONE II	
Hilo, Hawaii -----	246, 250
Kealahou, Hawaii -----	221A
Honolulu, Oahu -----	226, 230, 234, 238, 248
Kailua, Oahu -----	242
Waipahu, Oahu -----	222
Lihue, Kauai -----	224A, 228A
Makawao, Maui -----	232A
Wailuku, Maui -----	236
GUAM	
ZONE II	
Agana -----	230, 234
PUERTO RICO	
ZONE I	
Adjuntas -----	275
Aguadilla -----	225, 262
Arecibo -----	293, 297
Bayamon -----	234, 264
Caguas -----	277
Coamo -----	223
Fajardo -----	243
Guayama -----	295
Humacao -----	299
Isabella -----	268
Manati -----	245
Mayaguez -----	281, 248, 256
Ponce -----	227, 270, 281
Rio Piedras -----	239
San German -----	236
San Juan -----	229, 253, 260, 273, 284, 289
Utua -----	286
Yauco -----	241
VIRGIN ISLANDS	
ZONE I	
	<i>Channel No.</i>
Charlotte Amalie -----	232, 237, 250
Christiansted -----	258, 266, 291

¹⁴ Statement of Commissioner Bartley, concurring in part and dissenting in part, filed as part of original document.

PROPOSED RULE MAKING

APPENDIX B

TABLE I

DISTANCE IN MILES FROM AN FM TRANSMITTER TO ITS 60 DBU (1 MV/M) CONTOUR FOR VARIOUS HEIGHTS AND POWERS

AHAAT in Ft.	Power in dbk																				
	-20	-18	-16	-14	-12	-10	-8	-6	-4	-2	0	2	4	6	8	10	12	14	16	18	20
3,400	11	13	15	17.5	20	22.5	27	30	34	37	40.5	45	49	52	57	60	64	65	65	65	65
3,200	11	12.2	14.5	16.5	19.5	22	25	28.5	32	35	39	42.5	47	50.5	55	59	62	64	65	65	65
3,000	10.5	12	14	16	19	21.5	24.5	28	31	34	38	41	45	48.5	53	57	60	64	65	65	65
2,800	10	11.8	13.5	15.7	18	20.5	24	26.5	30	33	36	40	44	48	51	55	59	62	64	65	65
2,600	9.7	11.5	13	15	17	20	22.5	25.5	29	32	35	39	42	46	49.5	53	58	60	63	64	65
2,400	9.4	11	12.8	14	16	19	21.5	24.5	28	30.5	34	37	40	44	47.5	51	55	59	61	64	65
2,200	9.2	10.8	12	13.5	15.5	18	20.5	23.5	26	29	32	35	39	42	45.5	49	52	56.5	59.5	62	65
2,000	9	10.2	11.7	13.1	15	17	20	22	25	28	30	33.5	37	40	44	46.5	50.5	54	57.5	60.5	64
1,900	8.7	10	11.2	12.7	14.5	16.5	19	21.5	24.5	27	29.5	33	35.5	39	43.5	45.5	49.5	52.5	55.5	59.5	62
1,800	8.5	9.7	11	12.6	14	16	18	20.5	23.5	25.5	29	31.5	35	38.5	43	44.5	48.5	51.5	55	59	61.5
1,700	8.3	9.2	10.5	11.6	13.8	15.5	17.3	20	22.5	25	28	30	33	37	40	43	46.5	50	53	57.5	60
1,600	8.1	9	10.3	11.5	13.2	15	17.1	19.2	21.5	24	26.5	29.5	32.5	35.5	39	42	45	49	51.5	55	58.5
1,500	8	9	10	11.4	13	14.9	16.9	18.6	21	23	26	28.5	31.5	35	38	40.5	44	47	50.1	54	57.5
1,400	7.5	8.6	9.7	11.2	12.5	14	16.2	18	20	22	25	27.5	30	33	36	40	43	46	48.5	52	55.5
1,300	7.3	8.2	9.3	10.5	12	13.8	15.5	17.5	19	21.5	24	26.5	29	32.5	35	39	41.5	45	47.5	51	54
1,200	7	7.8	9	10	11.5	13	15	17	18	21	23	25.5	28	31	34	37.5	40	44	46	49	52
1,100	6.8	7.6	8.5	9.5	11	12.5	14.5	16	17.1	20	22	24.5	26.5	29.5	32	35	38	41	44.5	47	50
1,000	6.4	7.2	8	9	10.2	12	14	15.6	17	19	21	23	25.5	28	31	34	36.5	40	43	45.5	49
900	6.2	6.8	7.8	8.8	9.7	11.2	13	14.5	16.4	18	20	21	24	26	29	32	35	38	40.5	44	47
800	5.8	6.6	7.3	8.2	9.2	10.3	12	13.5	15.2	17	18.5	20.5	23	25	27.5	30	33	36	39	41.5	45
700	5.4	6.2	7	7.8	8.6	9.7	10.5	13	14	16	17	19.2	21	24	26	28.5	31	33	36	39	42.5
600	5	5.7	6.5	7.1	8	9	9.8	11.8	12.3	14.5	16	18	19.7	21.5	24	26	29	32	35	36.5	40
500	4.6	5	5.8	6.6	7.3	8.2	9	10	12	13.2	14.5	16.1	17.9	20	22	24.5	27	29.5	31.5	35	37
450	4.2	4.8	5.5	6.2	7.0	7.8	8.6	9.6	10.5	12.5	14.0	15.2	17.0	19.0	20.5	23.0	25.4	28	30	33	35
400	4	4.6	5.1	5.9	6.6	7.4	8.2	9	10	11.8	12.5	14.5	16	17.8	19.8	21.5	24.5	26.5	29	31.5	35
350	3.8	4.2	4.8	5.3	6.1	7.0	7.8	8.6	9.5	10.3	11.0	14.0	15	16.8	18.5	20.2	23	25	27.5	30	33
300	3.6	4	4.5	5	5.7	6.3	7.2	8	8.8	10	10.5	12.6	14	15.8	17	19	21	23	25.5	28	30.5
250	3.2	3.7	4.0	4.6	5.1	5.9	6.7	7.3	8.0	8.9	9.9	10.6	12.5	14	15.8	17.8	19	21.5	24	26	28
200	2.9	3.3	3.7	4.1	4.7	5.1	5.9	6.6	7.4	8.1	9	10	11.3	12.6	14	15.6	17.5	19.5	21.5	24	26
150	2.5	2.8	3.2	3.6	4.0	4.5	5.0	5.7	6.4	7.1	7.9	8.8	9.7	10.8	12	14.0	15.2	17.0	19	21	24
100	2	2.3	2.7	2.9	3.2	3.8	4.1	4.7	5.2	5.9	6.5	7.4	8.3	9	10	11.3	12.9	14.5	16.2	18.1	20.3

TABLE II

DISTANCE IN MILES FROM AN FM TRANSMITTER TO ITS 40 DBU (100 UV/M) CONTOUR FOR VARIOUS HEIGHTS AND POWERS

AHAAT in Ft.	Power in dbk																				
	-20	-18	-16	-14	-12	-10	-8	-6	-4	-2	0	2	4	6	8	10	12	14	16	18	20
3,400	47	51.5	55	60	65	69.5	75	77.5	82	87	91.5	95	100	103	107.5	110.5	114	117.5	121	126	130
3,200	45	50	54	58	63	67.5	72	75	80	85	90	93	97	100.5	105	109	112	115	119	123	128
3,000	42	48	52	56	60.5	65	70	73	77.5	82	86	91	95	98.5	103	107	110	113	116.5	120	125
2,800	42	48.5	50	54.5	59	63	67.5	71	75	80	84	88	93	96	100	105	108	111.5	115	118	123
2,600	40	45	48.5	52	56	60.5	65	69	73	77	81.5	85	90	94	98	102	106	110	113	116	120
2,400	38	42	46	50	54.5	58	63	67	70	75	79	83	88	91.5	95	98.5	103	107	111	114.5	118
2,200	36	40	44.5	48	52	55.5	60	65	68	72	76	80	85	90	93	96	100	105	109	112	116
2,000	35	38	42	46	50	53	57	61.5	65	69.5	73.5	78	81.5	86	90	94	98	102	106	110.5	114
1,900	33	37	40.5	45	48	52	55.5	60	64	68	72	76	80	84.5	89	92.5	96	100	105	110	112
1,800	32	36	40	43	47	51	55	58	63	66	70	75	78.5	82.5	87	91.5	95	98.5	103	108	113
1,700	31	35	38	42	45.5	50	53	57	61	65	69	73	77	81	85	90	93	97	102	107	111
1,600	30	33.5	37	40.5	44.5	48	52	55.5	60	63	67	71	75	80	83.5	89	92	96	101	105	110.5
1,500	28.5	32	35.5	39.5	43	46	50	54	58	61.5	65	70	73	77.5	82	86	91	95	100	104.5	110
1,400	28	31	34.5	38	41.5	45	48.5	52	56	60	63	67.5	71.5	75	80	84.5	90	93.5	98	103	109
1,300	26	30	33	36	40	43	47	50.5	55	58	62	65	70	73.5	78	83	87.5	92	97	102	108
1,200	25	28	31.5	35	38	41.5	45	49	53	56.5	60	63	67.5	71.5	75.5	80.5	85	91	95	101.5	106
1,100	24.5	27	30	32.5	36	40	43	47	51	55	58	61.5	65	69	73	79	83.5	90	93.5	100.5	105.5
1,000	23	25.5	28	31.5	34.5	38	41	45	48.5	52	55.5	59	63	67	71	76.5	82	87.5	93	100	105.5
900	21.5	24	26.5	29.5	32	35.5	38.5	42	46	50	53.5	57.5	61	65	70	75	80.5	86	92.5	99.5	105
800	20	22	25	28	30.5	33	36.5	40	43	48	51.5	55.5	58.5	63	68	74	80	85.5	92	99	105
700	18.5	21	23	26	28.5	31.5	35	38	41.5	45	49	53	57	61	65.5	72	78	85	91	98	105
600	17.5	19	21.5	24	26.5	29	32	35	38.5	42	46.5	50	55	59.5	64	70	77	84	90	97	105
500	16	17.5	19.2	21.5	24	26.5	29.5	32	35	38.5	43	47	51.5	57	63	68.5	75	82	89	96.5	104.5
450	15	16.5	18.5	20	23	25	28	30.5	34	37.5	41	45	50.5	56	62	68	75	81	89	96.5	104.5
400	14	16	17.5	19	21.5	24.5	27	29	32	35.5	40	44.5	49	55.5	61	67	74.5	80	88	95.5	103.5
350	13	15	16.5	18	20	22.5	25	28	30.5	34.5	38	42.5	48	54	60	66	73	80	87.5	95	103.5
300	12	13	15	17	18.5	21	23	26.3	28.5	32	36	40.5	45.5	52	58	65	72	79	87	95	103.5
250	10.5	12	14	15.5	17	19	21.5	24.5	27	30	34	39	44.5	50	57	63.5	70	78	86	94	102.5
200	9	10.5	12	14	15.5	17.5	19	22	24.5	28	31.5	35	42	48	55	62	70.5	77	85	93	102
150	7.9	9.7	9.7	12	13	15	17.5	19.5	22	25	29.5	34	40	45	53	60	67	75	84	91	101
100	6.8	7.6	8.2	9	10.5	12.5	14.4	16.2	18.5	21	25	30	35.5	43	50	57	65	73	82	90.5	100

TABLE III
DISTANCE IN MILES FROM AN FM TRANSMITTER TO ITS 54 DBU (0.5 MV/M) CONTOUR FOR VARIOUS HEIGHTS AND POWERS

AHAAT in Ft.	Power in dbk																				
	-20	-18	-16	-14	-12	-10	-8	-6	-4	-2	0	2	4	6	8	10	12	14	16	18	20
3,400	20	23	26.5	30	34	38	42	47.5	51.5	55	60	65	69.5	73	78	82	87	91.5	95	100	113.5
3,200	19	22	25	29	32.5	37	40.5	45	50	53.5	58.5	63	67	71	75	80	85	90	93	97	100.5
3,000	18.5	21.5	24.5	28	31.5	35	40	43	48	52	56.5	60.5	65	69.5	73	77.5	82	86.5	91.5	95	98.5
2,800	18	20.5	23	27	30	33.5	38	42	45.5	50	54.5	58.5	63	67	71	75	80	84	89	93	96
2,600	17.5	20	22	25.5	29	32	36	40	44.5	48.5	52	56	60	65	69	73	77	81.5	85.5	90	94
2,400	17	19	21.5	24.5	28	31	35	38.5	42	46	50.5	54.5	58.5	62	67	70.5	75	78.7	83	88	92
2,200	16	18.2	20	23	26.5	29	32.5	36.5	40	44.5	48	52	55.5	60	65	68	72	76.5	80	85	90
2,000	15	17.4	19	22	25	28	31	35	38	42	45.5	50	53	57	61.5	65	69.5	73.7	78	82	86
1,900	15	17	18.5	21.5	24.5	27	30	33.5	37.5	40.5	45	48.5	52	55.5	60	64	68.5	72.7	76	80	85
1,800	14	16	18	20.5	23	26.5	29	32.5	36	40	43	47.5	51	55	58.5	62.5	66	70	75	79	83
1,700	13.5	15.5	17.5	20	22.5	25	28	31.5	35	38	42	45.5	50	53	57	60.5	65	69	71.5	77	81
1,600	13	15	17	19	21.5	24.5	27	30	33	36.5	40.5	44	48	52	55.5	60	63	67	71	75	80
1,500	12.5	14.6	16.5	18.5	21	23.5	26.5	28.5	32	35.5	39.5	43	46.5	50	54.5	58	61.5	65	69.5	73	78
1,400	12	14	16	18	20	22	25	28	30.5	34.5	38	41.5	45	48.5	52.5	56	60	63	67	71.5	75
1,300	11.5	13.4	15.5	17	19	21.5	23.5	27	30	32.5	36	40	43	47	50.5	55	58	61.5	65	70	73.5
1,200	11	13	14.5	16.5	18.5	20.5	23	25.5	28	31	35	38	41.7	45	48.5	52.5	56	60	63	67	71.5
1,100	10	12	13.5	15.5	17.5	19.5	21.5	24.5	26.5	30	33	36.5	40	43	47	50.5	54.5	58	61.5	65	70
1,000	9.1	11.5	13	15	17	18.5	20.5	23	25.5	28	31.2	34.5	38	41	45	48	52	55	58.5	63	68
900	8.7	10.5	12	14	16	18	19.5	21.5	24.5	27	29.5	32.5	35.5	38.5	42.5	46	50	54	57	60.5	65
800	8.2	9.2	10.5	13	15	16.5	18	20	22	25	28	30.5	33.5	36.5	40	43	47.5	52	55	58.5	63.5
700	7.7	8.7	10.5	12	13.5	15.5	17	18.5	21	23	25	28	30.5	33.5	37	40	43	47.5	52	55	60
600	7.2	8	9	11	12	14	15.5	17.5	19	21.5	24	26.5	28.7	32	35	38	42	45.5	50	53	58.5
500	6.5	7.3	8.2	9	11	12.5	14	16	17.5	19	22	24	27	29	32.5	35.5	38.5	43	47	52	57
400	5.8	6.6	7.3	8.3	8.5	11	12.5	14	16	17.5	19	22	24.5	27	29.5	32	35.5	40	43.5	49.5	55
300	5	5.7	6.5	7.2	8	8.7	10.5	12	13.5	15	17	18.5	21	23.5	26.5	28.5	32	35.5	40	45.4	52
200	4	4.6	5.2	5.7	6.5	7.3	8.2	9	11	12	13.7	15.5	17.5	19	22	24.5	28	31.5	35	42	48
100	2.8	3.2	3.7	4.1	4.6	5.2	5.8	6.6	7.4	8.2	9	10.7	12.5	14	16	18.2	21.5	25	30	35.5	45

TABLE IV
DISTANCE IN MILES FROM AN FM TRANSMITTER TO ITS 80 DBU (10 MV/M) CONTOUR FOR VARIOUS HEIGHTS AND POWERS

AHAAT in Ft.	Power in dbk																				
	-20	-18	-16	-14	-12	-10	-8	-6	-4	-2	0	2	4	6	8	10	12	14	16	18	20
3,400	1.3	1.8	2.1	2.6	3.2	4.0	4.8	6.0	7.3	9	12.5	15	18	20	23	26.5	30	34	38	42	46.5
3,200	1.3	1.8	2.1	2.6	3.2	4.0	4.8	6.0	7.3	8.8	12	15	17	19	22	25	29	32.5	36.5	40.5	45
3,000	1.3	1.8	2.1	2.6	3.2	4.0	4.8	6.0	7.1	8.5	11.5	14.5	17	18.5	21.5	24.5	28	31.5	35	40	43
2,800	1.3	1.8	2.1	2.5	3.2	4.0	4.8	5.9	7.1	8.4	11.3	14	16	18	20	23	26.5	30	34	38	41.5
2,600	1.3	1.8	2.1	2.5	3.2	4.0	4.7	5.8	7.0	8.1	11	13	15.5	17.5	19.6	22	25.5	29	32	35.5	40
2,400	1.3	1.8	2.1	2.5	3.2	3.9	4.7	5.7	7.0	8.1	10.5	12.5	15	17	19	21.5	24.5	27.5	30.5	35	38.5
2,200	1.3	1.8	2.1	2.5	3.2	3.8	4.7	5.6	6.8	8	10	12	14.5	16.5	18	20	23	26.5	29.5	32.5	36.5
2,000	1.3	1.8	2.0	2.5	3.1	3.8	4.6	5.4	6.7	7.8	9	11.5	13.5	15	17.5	19.5	21.5	25	28	31	35
1,900	1.3	1.8	2.0	2.5	3.0	3.7	4.6	5.3	6.6	7.7	9	11	13	14.8	17	19	21	24.5	27	30	34
1,800	1.3	1.8	2.0	2.5	3.0	3.7	4.5	5.3	6.3	7.6	8.7	10.5	12.5	14.5	16.5	18.5	20.5	23	26	29	32.5
1,700	1.3	1.8	2.0	2.4	2.9	3.6	4.4	5.2	6.1	7.3	8.4	10	12	14	15.5	18	20	22	25	28	31
1,600	1.2	1.7	2.0	2.3	2.9	3.6	4.3	5.1	6	7.0	8.1	9.2	11.8	13.5	15	17.5	19	21.5	24.5	27	30
1,500	1.2	1.7	2.0	2.3	2.8	3.5	4.2	5.0	5.9	7.0	8.0	9.0	11	13	14.5	17	18.5	20.5	23	26	29
1,400	1.2	1.7	1.9	2.3	2.8	3.5	4.2	5.0	5.7	6.7	7.7	8.7	10.5	12	14	16	18	20	22	25	28
1,300	1.2	1.7	1.9	2.2	2.7	3.4	4.1	4.8	5.6	6.4	7.4	8.3	10	11.5	13	15	17	19	21.5	24	26.5
1,200	1.2	1.7	1.8	2.2	2.7	3.3	4.0	4.7	5.4	6.2	7.1	8	9.2	11	12.5	14.5	16.5	18	20.5	23	25.5
1,100	1.2	1.7	1.8	2.2	2.7	3.2	3.9	4.6	5.2	6	6.8	7.8	8.7	10.2	11.5	14	15.5	17.5	19.5	22	24.5
1,000	1.2	1.6	1.8	2.2	2.6	3.1	3.8	4.4	5	5.8	6.4	7.2	8.2	9.2	11	13	15	17	18.5	20.5	23
900	1.2	1.6	1.7	2.1	2.6	3	3.7	4.2	4.8	5.6	6.2	7.0	7.8	8.8	10.5	12	14	16	18	19	22
800	1.2	1.5	1.7	2.1	2.5	2.9	3.4	3.9	4.6	5.1	6.0	6.7	7.4	8.3	9.3	11.5	13	15	16.5	18	20
700	1.2	1.5	1.7	2.0	2.4	2.8	3.2	3.7	4.2	4.8	5.5	6.3	7.0	7.8	8.8	10	12	13.5	15.5	17	18.5
600	1.2	1.4	1.7	1.9	2.3	2.7	3.0	3.4	3.8	4.5	5.0	5.8	6.5	7.2	8	9.0	10.5	12.5	14	15.5	17.5
500	1.1	1.4	1.6	1.8	2.1	2.5	2.8	3.2	3.6	4	4.6	5.2	6	6.7	7.5	8.2	9.2	11	12.5	14.5	15.5
400	1.0	1.3	1.5	1.7	2.0	2.2	2.6	2.8	3.2	3.7	4.1	4.7	5.2	6.0	6.7	7.5	8.2	9.1	11	12.5	14.5
300	0.9	1.2	1.3	1.5	1.8	1.9	2.2	2.6	2.8	3.2	3.6	4	4.5	5.0	5.8	6.2	7.2	7.8	8.9	10.5	12
200	0.8	1.0	1.2	1.3	1.5	1.7	1.8	2	2.3	2.6	3.0	3.3	3.8	4.2	4.7	5.2	6.0	6.7	7.5	8.2	9.0
100	0.5	0.6	0.8	0.9	1.0	1.2	1.3	1.5	1.7	1.9	2.0	2.3	2.7	3.0	3.3	3.7	4.2	4.7	5.2	6.0	6.8

TABLE V
DISTANCE IN MILES FROM AN FM TRANSMITTER TO ITS 100 DBU (100 MV/M) CONTOUR FOR VARIOUS HEIGHTS AND POWERS

AHAAT in Ft.	Power in dbk																				
	-20	-18	-16	-14	-12	-10	-8	-6	-4	-2	0	2	4	6	8	10	12	14	16	18	20
3,400						0.5	0.6	0.7	0.8	1.1	1.4	1.8	2.1	2.7	3.2	4.1	4.8	6.0	7.3	10	12.5
3,200						0.5	0.6	0.7	0.8	1.1	1.4	1.8	2.1	2.7	3.2	4.1	4.8	6.0	7.2	9.0	12
3,000						0.5	0.6	0.7	0.8	1.1	1.4	1.8	2.1	2.7	3.2	4.1	4.8	5.9	7.2	8.5	11.5
2,800						0.5	0.6	0.7	0.8	1.1	1.4	1.8	2.1	2.7	3.2	4.0	4.7	5.8	7.1	8.4	11
2,600						0.5	0.6	0.7	0.8	1.1	1.4	1.8	2.1	2.7	3.2	4.0	4.7	5.7	7.0	8.3	10.5
2,400						0.5	0.6	0.7	0.8	1.1	1.3	1.8	2.1	2.7	3.2	3.9	4.6	5.6	7.0	8.2	10.2
2,200						0.5	0.6	0.7	0.8	1.1	1.3	1.8	2.1	2.6	3.2	3.9	4.6	5.6	6.9	8.0	10
2,000						0.5	0.6	0.7	0.8	1.1	1.3	1.8	2.1	2.6	3.1	3.8	4.6	5.5	6.7	7.9	9.0
1,900						0.5	0.6	0.7	0.8	1.1	1.3	1.8	2.0	2.6	3.1	3.8	4.6	5.3	6.5	7.7	8.8
1,800						0.5	0.6	0.7	0.8	1.1	1.3	1.8	2.0	2.6	3.0	3.7	4.5	5.2	6.3	7.5	8.6
1,700						0.5	0.6														

Notices

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

DELEGATION OF AUTHORITY WITH RESPECT TO CERTAIN ACTIVITIES

In order to provide for the performance of certain functions relating to price support loan and purchase transactions, farm storage facility and drying equipment loans, sales of Commodity Credit Corporation commodities locally, and execution of certain other documents in connection with Commodity Credit Corporation activities, delegations of authority are provided below pursuant to authority vested in me by the Bylaws of Commodity Credit Corporation. The delegations of authority contained herein shall supersede any delegations of authority which are inconsistent therewith.

The authority herein delegated shall be exercised in conformity with the Bylaws of Commodity Credit Corporation and applicable programs, policies, and regulations.

Definitions. The term "CCC" shall mean Commodity Credit Corporation.

The term "ASCS" shall mean Agricultural Stabilization and Conservation Service.

The term "ASC" shall mean Agricultural Stabilization and Conservation.

The term "chairman" shall refer to the chairman or acting chairman of any ASC county committee.

The term "county committee member" shall refer to any member of an ASC county committee.

The term "manager" shall mean the ASCS county office manager or acting manager.

The term "other employee" shall mean any employee of an ASCS county office other than the manager or acting manager.

General. The manager and other employees to whom the authority is re-delegated in writing by the manager, may sign or countersign CCC drafts or CCC certificates properly issued pursuant to any program administered by the ASCS in which the use of such drafts or certificates is prescribed.

Commodity loan and purchase programs. A county committee member, the manager and other employees to whom authority is re-delegated in writing by the manager may approve price support documents for CCC. Such documents may include but are not limited to the application for price support, the farm storage note and chattel mortgage, the farm storage loan worksheet, the warehouse storage note, authorization for removal of farm stored collateral and settlement documents. He may also execute releases or otherwise obtain the release of record of chattel mortgages made to CCC to secure loans on agricultural commodities upon payment in full of the loan involved. He may execute indemnity agreements on behalf of CCC where any county recording of-

ficer deems such indemnity agreement necessary to releasing a mortgage of record.

Farm storage facility and drying equipment loan program. (1) The chairman may (a) approve on behalf of CCC the sale or conveyance by the borrower of farm storage facilities or other property securing a loan made pursuant to the regulations issued by CCC and ASCS governing the making of loans, and (b) execute on behalf of CCC assumption agreements under which the borrower remains liable for the balance of the indebtedness and the purchaser assumes the balance of the indebtedness with respect to such sale and conveyance.

(2) The chairman may (a) approve on behalf of CCC the sale of drying equipment securing a loan made pursuant to the regulations issued by CCC and ASCS governing the making of loans, and (b) sign on behalf of CCC assumption agreements under which the borrower remains liable for the balance of the indebtedness and the purchaser assumes the balance of the indebtedness with respect to such sale.

(3) The chairman or manager may, upon payment of the obligation involved, execute such release, quit claim, conveyance or reconveyance, as necessary to obtain the release of record of security instruments made to or assigned to CCC or under which CCC is beneficiary which secure loans made to purchase or construct farm storage facilities or loans made to finance the purchase of drying equipment for farm commodities.

(4) The chairman or manager may execute a release on behalf of CCC on any severance agreement executed in connection with any farm storage facility or drying equipment loan after such loan has been paid in full.

(5) The chairman or manager may execute statements, certificates, affidavits, or other documents as required by any State statute with regard to the status of any mortgage or deed of trust and with regard to any indebtedness.

(6) Where extension affidavits are required by State statute, the chairman or manager may execute sworn statements showing total payments made on the debt and the amount remaining unpaid and the debt or part thereof still due CCC and certify that CCC does thereby extend the lien and the mortgage for a definite period of time.

(7) The chairman or manager may execute any other instruments which may be required by State statute in connection with maintenance of liens relating to real or personal property mortgages or deeds of trust.

(8) The action of any chairman or manager which has been heretofore taken on behalf of CCC to comply with the provisions of any statute requiring the filing of statements, extension affidavits, or other documents relating to real and personal property mortgages or deeds of trust is hereby ratified.

(9) The manager or other employee designated by him, may upon his determination that a mortgage has been satisfied, execute indemnity agreements on behalf of CCC where any county recording officer deems such indemnity agreement necessary to release a mortgage of record.

Sales of CCC commodities locally.

(1) The chairman or manager may make local sales of agricultural commodities, other than seeds, owned by CCC and execute any documents in connection with such sale.

CCC bin storage operations. (1) The chairman may execute real estate leases on behalf of and in the name of CCC as determined by the ASC county committee to be necessary in connection with the CCC storage program.

(2) The chairman may execute leases of CCC-owned storage structures not currently needed for storage of CCC-owned grain.

(3) The chairman may execute contracts on behalf of and in the name of CCC for site preparation and maintenance work, electrical services, repair and operation of property and equipment, handling, transportation and maintenance of commodities, and procurement of supplies and materials in connection with the CCC storage program.

(4) The chairman may, upon receipt of prior written authorization, sell CCC-owned storage structures, equipment, and materials.

Revocation of delegation of authority. Delegations of authority published May 3, 1956 (21 F.R. 2957), as amended on May 23, 1957 (22 F.R. 3643) and July 24, 1959 (24 F.R. 5946) are hereby revoked. All designations of other employees pursuant thereto shall remain in effect until revoked in writing by the manager or until the employee is separated from his position in the office.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b)

Signed at Washington, D.C., on February 7, 1964.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 64-1399; Filed, Feb. 11, 1964; 8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
AMERICAN CYANAMID CO.

Notice of Filing of Petition Regarding Food Additive Cellulose Acetate Propionate

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C.

348(b)(5)), notice is given that a petition (FAP 1296) has been filed by American Cyanamid Company, P.O. Box 400, Princeton, New Jersey, proposing that paragraph (b)(2) of § 121.2578 *Hot-melt strippable coatings* be amended by inserting alphabetically in the "List of substances" a new item "Cellulose acetate propionate."

Dated: February 5, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1389; Filed, Feb. 11, 1964;
8:49 a.m.]

E. I. DU PONT DE NEMOURS AND CO.

Notice of Withdrawal of Petition Regarding Pesticide Chemical Ferbam

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a(d)(1)), the following notice is issued:

In accordance with § 120.8 *Withdrawal of petitions without prejudice* of the pesticide regulations, E. I. du Pont de Nemours and Company, Wilmington 98, Delaware, has withdrawn its petition published in the FEDERAL REGISTER of February 28, 1963 (28 F.R. 1879), proposing the establishment of a tolerance for residues of the fungicide ferbam (ferric dimethyldithiocarbamate), calculated as zinc ethylenebisdithiocarbamate, in or on grapefruit and oranges.

The withdrawal of this petition is without prejudice to a future filing.

Dated: February 6, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1390; Filed, Feb. 11, 1964;
8:49 a.m.]

MERCK AND CO., INC.

Notice of Filing of Petition Regarding Food Additives Procaine Penicillin, Dihydrostreptomycin

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 1315) has been filed by Merck Chemical Division, Merck and Company, Inc., Rahway, New Jersey, proposing the issuance of a regulation to provide for the safe use of procaine penicillin-dihydrostreptomycin solution with vitamin A for treatment of urinary-tract infections, pneumonia, abscesses, infected wounds and peritonitis, and combating secondary infections associated with diseases such as shipping fever in cattle, calves, swine, lambs, and sheep and mastitis in cattle.

Dated: February 6, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1391; Filed, Feb. 11, 1964;
8:49 a.m.]

NATIONAL ASSOCIATION OF CHEWING GUM MANUFACTURERS

Notice of Filing of Petition Regarding Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 1301) has been filed by the National Association of Chewing Gum Manufacturers, 100 East 42d Street, New York, New York, 10017, proposing the amendment of § 121.1059 to provide for the safe use in chewing gum base of pentaerythritol ester of wood rosin, glycerin ester of partially dimerized rosin, glycerin ester of wood rosin, methyl ester of rosin (partially hydrogenated) and pentaerythritol ester of partially hydrogenated wood rosin. This proposal supplements that filed as FAP 224, 26 F.R. 1640, February 24, 1961.

Dated: February 5, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner
for Regulations.

[F.R. Doc. 64-1392; Filed, Feb. 11, 1964;
8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 13777; Order E-20456]

TRAFFIC CONFERENCES OF INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Relating to Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 6th day of February 1964.

An agreement adopted by the Traffic Conferences of the International Air Transport Association relating to rates; Docket 13777, Agreement C.A.B. 17561, R-2.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA), and adopted by mail vote. The agreement has been assigned the above-designated C.A.B. Agreement number.

The agreement conforms special rates for valuable cargo applicable between Conference 1 and the Far East via the Atlantic and Pacific with those applicable on the North Atlantic.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find Resolutions JT31 (Mail 91) 595 and JT123 (Mail 349) 595, which are incorporated in the above-described agreement, to be adverse to the public interest or in violation of the Act: *Accordingly, it is ordered*, That: Agreement C.A.B. 17561, R-2, be and hereby is approved.

Any air carrier party to the agreement, or any interested person may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, to-

gether with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-1393; Filed, Feb. 11, 1964;
8:49 a.m.]

[Docket No. 14642]

PUERTO RICO-VIRGIN ISLANDS SERVICE CASE

Notice of Postponement of Prehearing Conference

Notice is hereby given that the prehearing conference scheduled to be held in this proceeding on February 18, 1964, is hereby postponed and is rescheduled to begin on February 25, 1964, at 10:00 a.m., e.s.t., in Room 725, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned Examiner.

Dated at Washington, D.C., February 7, 1964.

[SEAL] WILLIAM F. CUSICK,
Hearing Examiner.

[F.R. Doc. 64-1394; Filed, Feb. 11, 1964;
8:49 a.m.]

[Docket No. 12895]

UNITED STATES-CARIBBEAN-SOUTH AMERICA INVESTIGATION

Notice of Postponement of Prehearing Conference

Notice is hereby given that the further prehearing conference scheduled to be held in this proceeding on February 19, 1964, is hereby postponed and is rescheduled to begin on February 26, 1964, at 10:00 a.m., e.s.t., in Room 725, Universal Building, Connecticut and Florida Avenues, NW., Washington, D.C., before the undersigned Examiner.

Dated at Washington, D.C., February 7, 1964.

[SEAL] WILLIAM F. CUSICK,
Hearing Examiner.

[F.R. Doc. 64-1395; Filed, Feb. 11, 1964;
8:49 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 115-3]

CONSUMERS PUBLIC POWER DISTRICT AND HALLAM NUCLEAR POWER FACILITY

Notice of Issuance of Operating Authorization

Please take notice that no request for formal hearing having been filed follow-

ing publication of Notice of Proposed Issuance in the FEDERAL REGISTER on January 4, 1964 (29 F.R. 114), pursuant to § 115.40 (10 CFR Part 115), the Atomic Energy Commission has issued Operating Authorization No. DPRA-1 to Consumers Public Power District to use and operate the Hallam Nuclear Power Facility at powers up to 256 megawatts (thermal). The authorization was issued substantially in the form set forth in the Notice of Proposed Issuance except that a change has been made in paragraph 1, to reflect the fact that part of the facility is owned by Consumers Public Power District and proposed paragraph 4.D.(2) has been deleted since the report of changes to the facility will be included in the monthly report required by paragraph 4.D.(3).

Dated at Bethesda, Md., this 5th day of February 1964.

For the Atomic Energy Commission.

R. LOWENSTEIN,
Director, Division of
Licensing and Regulation.

[F.R. Doc. 64-1353; Filed, Feb. 11, 1964;
8:45 a.m.]

[Docket No. 50-197]

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

Notice of Issuance of Facility License

Please take notice that no request for a formal hearing having been filed following publication of a notice of the proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has issued License No. CX-21 to National Aeronautics and Space Administration, authorizing operation of a solution-type critical experiments nuclear reactor facility designated as the Zero Power Reactor II (ZPR-II) on the Lewis Research Center site in Cleveland, Ohio.

The license as issued is as set forth in the Notice of Proposed Issuance of Facility License published in the FEDERAL REGISTER on January 18, 1964, 29 F.R. 481.

Dated at Bethesda, Md., this 4th day of February 1964.

For the Atomic Energy Commission.

SAUL LEVINE,
Chief, Test and Power Reactor
Safety Branch, Division of
Licensing and Regulation.

[F.R. Doc. 64-1354; Filed, Feb. 11, 1964;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[List 51; FCC 64-89]

STATION WOJ

Standard Broadcast Application Ready and Available for Processing

FEBRUARY 7, 1964.

The Commission, in order to avoid the possibility of a repetitious hearing, by

the Memorandum Opinion and Order of October 24, 1963 (FCC 63-977) waived the proviso of Note 1 to § 3.25 (now § 73.25) of the rules which precluded the acceptance of applications for 640 kc operation at Ames, Iowa between 6:00 a.m. c.s.t., and local sunrise prior to a decision in Docket No. 11290. By Order of February 5, 1964, the Commission waived the Interim Criteria to Govern Acceptance of Standard Broadcast Applications adopted May 10, 1962 (see note to § 1.571 of the rules), in order that the application listed below might be accepted for filing. Accordingly, notice is hereby given that on March 17, 1964, the following application:

WOJ, Ames Iowa, Iowa State University of Science and Technology, has: Special Service Authorization to operate additional hours from 6:00 a.m. to local sunrise c.s.t., with 1 kw on 640 kc, req: 640 kc, 1 kw (6:00 a.m. to local sunrise c.s.t.).

will be considered as ready and available for processing. Pursuant to §§ 1.227(b) (1) and 1.591(b) of the rules, an application, in order to be considered with this application, or with any other application on file by the close of business on March 16, 1964, which involves a conflict necessitating a hearing with this application, must be substantially complete and tendered for filing at the offices of the Commission in Washington, D.C. by whichever date is earlier: (a) The close of business on March 16, 1964; or (b) the earlier effective cut-off date which this application or any conflicting application may have by virtue of conflicts necessitating a hearing with applications appearing on previous lists.

The Commission hereby waives the provisions of the Interim Criteria to Govern Acceptance of Standard Broadcast Applications adopted May 10, 1962 to the extent necessary to permit the acceptance of applications specifying substantially the same facilities requested by Iowa State University of Science and Technology.

The attention of any party in interest desiring to file pleadings concerning the above application pursuant to section 309(d) (1) of the Communications Act of 1934, as amended, is directed to § 1.580(i) of the Commission's rules for the provisions governing the time of filing and other requirements relating to such pleadings.

Adopted: February 5, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1397; Filed, Feb. 11, 1964;
8:49 a.m.]

[List 52; FCC 64-91]

STATION KEOS

Standard Broadcast Application Ready and Available for Processing

FEBRUARY 7, 1964.

The following application is mutually exclusive with the application for re-

¹ Commissioner Loevinger absent.

newal of license of Station KVNA, Flagstaff, Arizona. Thus, in order to expedite action on this application, the Commission, on motion of Plateau Broadcasting, Inc., waived § 1.571(c) of the rules and the Interim Criteria to Govern Acceptance of Standard Broadcast Applications adopted May 10, 1962 (see note to § 1.571 of the Commission's rules) in order that the application hereinafter described may be placed at the top of the processing line. Accordingly, notice is hereby given that on March 17, 1964, the following application:

KEOS, Flagstaff, Arizona, Plateau Broadcasting, Inc., has: 1290 kc, 1 kw, day, Class III, req: 690 kc, 500 w, 1 kw-LS, DA-N, U, Class II.

will be considered as ready and available for processing, and pursuant to §§ 1.227(b) (1) and 1.591(b) of the Commission's rules, an application, in order to be considered with this application, or with any other application on file by the close of business on March 16, 1964, which involves a conflict necessitating a hearing with this application, must be substantially complete and tendered for filing at the offices of the Commission in Washington, D.C., by whichever date is earlier: (a) The close of business on March 16, 1964; or (b) the earlier effective cut-off date which this application or any other conflicting application may have by virtue of conflicts necessitating a hearing with applications appearing on previous lists.

The Commission hereby waives the provisions of the Interim Criteria to Govern Acceptance of Standard Broadcast Applications adopted May 10, 1962 (see note to § 1.571 of the Commission's rules), to the extent necessary to permit the acceptance of applications specifying substantially the same facilities requested by Plateau Broadcasting, Inc.

The attention of any party in interest desiring to file pleadings concerning the above application pursuant to section 309(d) (1) of the Communications Act of 1934, as amended, is directed to § 1.580(i) of the Commission's rules for the provisions governing the time of filing and other requirements relating to such pleadings.

Adopted: February 5, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-1396; Filed, Feb. 11, 1964;
8:49 a.m.]

FEDERAL MARITIME COMMISSION

[Docket No. 1169]

AMERICAN EXPORT LINES, INC. AND ZIM ISRAEL NAVIGATION CO. LTD.

Order of Investigation Regarding Pooling Agreement

On August 2, 1963, American Export Lines, Inc. and Zim Israel Navigation Co., Ltd. filed with the Federal Maritime Commission an agreement designated No. 9233 for approval. The agreement

would establish a freight revenue pool both eastbound and westbound between North Atlantic ports of the United States and ports in Israel.

The Commission has considered Agreement No. 9233 and is of the opinion that it warrants investigation. Therefore, the Commission, pursuant to section 15 (46 U.S.C. 814) and section 22 (46 U.S.C. 821) of the Shipping Act, 1916, hereby institutes an investigation to determine whether Agreement No. 9233 should be approved, disapproved, or modified.

American Export Lines, Inc. and Zim Israel Navigation Co., Ltd. are hereby made respondents in this proceeding, and the matter is assigned for hearing before an examiner of the Commission's Office of Hearing Examiners at a date and place to be announced by the presiding examiner. A copy of this order shall be served upon the respondents and published in the FEDERAL REGISTER.

Persons, other than respondents, who desire to become parties to this proceeding and to participate herein shall promptly notify the Secretary, Federal Maritime Commission, Washington, D.C., 20573 and shall file with the Secretary a petition for leave to intervene in accord with rule 5(n) of the Commission's rules of practice and procedure on or before February 25, 1964.

All future notices issued by or on behalf of the Commission in this proceeding, including notice of time and place of hearing or prehearing conference, shall be mailed directly to all parties of record.

By order of the Federal Maritime Commission, February 4, 1964.

[SEAL] THOMAS LISI, Secretary.

[F.R. Doc. 64-1383; Filed, Feb. 11, 1964; 8:48 a.m.]

MARYLAND PORT AUTHORITY ET AL.

Notice of Agreement Filed for Approval

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act,

1916 (39 Stat. 733, 75 Stat. 763; 46 U.S.C. 814):

Agreement No. T-91, between the Maryland Port Authority (Port), and the County Commissioners of Dorchester County and The Commissioners of Cambridge (Lessees), provides for a fifty (50) year lease of certain pier and terminal property in Cambridge, Maryland, to be operated by Lessees as a general steamship terminal. As rental therefor Lessees agree that Port will receive annually all gross receipts less certain operating expenses, fees, etc. All fees and charges assessed and collected by Lessees will be subject to the approval of the Port.

Interested parties may inspect the agreement and obtain copies thereof at the Bureau of Domestic Regulation, Federal Maritime Commission, Washington, D.C., 20573, or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should a hearing be desired.

By order of the Federal Maritime Commission.

THOMAS LISI, Secretary.

FEBRUARY 7, 1964.

[F.R. Doc. 64-1384; Filed, Feb. 11, 1964; 8:48 a.m.]

OCEANIC STEAMSHIP CO. AND AMERICAN PRESIDENT LINES, LTD.

Notice of Filing of Agreement

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 9294-1 between The Oceanic Steamship Company and American

President Lines, Ltd., provides that Agreement 9294 shall become effective February 23, 1964, or upon the date it is approved by the Federal Maritime Commission and the Maritime Administration, or notice is received that such approval is not required, whichever is later.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 5 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: February 7, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI, Secretary.

[F.R. Doc. 64-1385; Filed, Feb. 11, 1964; 8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. RI64-584 etc.]

W. P. CARR ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates;¹ and Allowing Rate Changes To Become Effective Subject to Refund

FEBRUARY 5, 1964.

The above-named Respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes which constitute increased rates and charges, are designated as follows:

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI64-584...	W. P. Carr, 6700 Forest Lane, Dallas 30, Tex.	1	7	El Paso Natural Gas Co. (Aztec Pictured Cliffs Field, San Juan County, N. Mex.) (San Juan Basin Area).	\$3,359	1-13-64	* 2-13-64	* 2-14-64	* 11.2104	** 12.2295	RI64-382
RI64-585...	Standard Oil Co. of Texas, a division of California Oil Co., P.O. Box 1249, Houston, Tex., 77001. Attn: Mr. C. W. Procter.	33	2	El Paso Natural Gas Co. (Aztec Pictured Cliffs Field, San Juan County, N. Mex.) (San Juan Basin Area).	67	1-13-64	* 2-13-64	* 2-14-64	* 11.2629	** 12.2758	RI64-60
	Standard Oil Co. of Texas, a division of California Oil Co.	44	2	El Paso Natural Gas Co. (Escrito-Gallup Field, Rio Arriba County, N. Mex.) (San Juan Basin Area).	2,573	1-13-64	* 2-13-64	* 2-14-64	* 11.2104	** 12.2295	RI64-60
RI64-586...	E. J. Dunigan, Jr., P.O. Box 261, Pampa, Tex.	1	2	El Paso Natural Gas Co. (Doughty Lease, Beckham County, Okla.) (Oklahoma "Other" Area).	700	1-14-64	* 2-14-64	* 2-15-64	12.0	** 13.0	-----

¹ The stated effective date is the 1st day after expiration of the required statutory notice.

² The suspension period is limited to 1 day.

³ Periodic rate increase.

⁴ Pressure base is 15.025 psia.

⁵ Includes partial reimbursement for full 2.55 percent New Mexico Oil and Gas Emergency School Tax.

⁶ The stated effective date is the effective date requested by Respondent.

⁷ Pressure base is 14.65 psia.

⁸ Does not consolidate for hearing or dispose of the several matters herein.

W. P. Carr (Carr) requests waiver of notice to make his proposed rate increase effective as of January 1, 1964. E. J. Dunigan, Jr. (Dunigan), requests a retroactive effective date of January 1, 1963, for his proposed rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Carr and Dunigan's rate filings and such requests are denied.

The proposed rate increases of Carr and the Standard Oil Company of Texas, a Division of California Oil Company (Standard) (Supplements No. 2 to Standard's FPC Gas Rate Schedules Nos. 33 and 44, respectively), reflect partial reimbursement for the full 2.55 percent New Mexico Oil and Gas Emergency School Tax which was increased from 2.0 percent to 2.55 percent on April 1, 1963. Since the proposed rate increases reflect tax reimbursement, the suspension period for each may be shortened to one day from the date shown in the above "Effective Date" column.

The buyer, El Paso Natural Gas Company (El Paso) has protested the rate increases filed by Carr and Standard. El Paso questions the right of these producers under their tax reimbursement clauses to file rate increases reflecting tax reimbursement computed on the basis of an increase in tax rate by the New Mexico Legislature in excess of .55 percent. While El Paso concedes that the New Mexico tax legislation effected a higher tax rate of at least .55 percent, they claim there is controversy as to whether or not the new legislation effected an increased tax rate in excess of .55 percent. Under the circumstances, we shall provide that the hearings provided for herein for Carr and Standard shall concern themselves with the contractual basis for the producers' rate filings which El Paso has protested.

Carr and Standard's proposed increased rates are below the applicable area ceiling price for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended, but are suspended because of El Paso's protest with respect to the tax reimbursement.

The basic contract of Dunigan was executed subsequent to September 28, 1960, the date of issuance of the Commission's Statement of General Policy No. 61-1, as amended, and the proposed rate is above the applicable area ceiling for increased rates but below the initial service ceiling for the area involved. We believe, in this situation, that Dunigan's rate filing should be suspended for one day from February 14, 1964, the date of expiration of the required statutory notice.

The proposed changed rates and charges may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds. It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the contractual basis for Carr and Standard's proposed rate filings which El Paso has protested, as well

as the statutory lawfulness of the increased rate and charge contained in Dunigan's proposed rate filing, and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the contractual basis for Carr and Standard's proposed rate filings which El Paso has protested, and the statutory lawfulness of the rate and charge contained in Dunigan's proposed rate supplement.

(B) Pending hearings and decisions thereon, the above-designated rate supplements are hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such further time as they are made effective in the manner prescribed by the Natural Gas Act: *Provided, however,* That the supplements to the rate schedules filed by Respondents, as set forth above, shall become effective subject to refund on the date and in the manner herein prescribed if within 20 days from the date of the issuance of this order Respondents shall each execute and file under its above-designated docket number with the Secretary of the Commission its agreement and undertaking to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless Respondents are advised to the contrary within 15 days after the filing of their respective agreements and undertakings, such agreements and undertakings shall be deemed to have been accepted.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before March 25, 1964.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1357; Filed, Feb. 11, 1964;
8:45 a.m.]

[Docket No. RP64-5]

CHICAGO DISTRICT PIPELINE CO.

Order Approving Presiding Examiner's Continuance of Hearing

FEBRUARY 4, 1964.

By Commission order issued October 31, 1963, Commission staff and interveners, proposing to present evidence herein, were required to file and serve

testimony and exhibits on December 20, 1963, and on January 8, 1964, respectively, upon the Presiding Examiner and all parties herein. A pre-hearing conference was directed to be convened on January 15, 1964.

The aforesaid pre-hearing conference was held on January 15, 1964, and the Presiding Examiner, at the request of staff and the parties, set the following dates, subject to the approval of the Commission:

January 22, 1964. Certain data to be submitted to staff by the three distributor interveners.

February 4, 1964. Staff to mail its prepared testimony and exhibits concerning cost allocation, rate form, rate design and its revised cost of service.

February 18, 1964. Interveners to mail their prepared testimony and exhibits on cost allocation, rate form, and rate design, and on the revised cost-of-service study.

February 27, 1964. Second pre-hearing conference.

The Commission finds. In view of the foregoing, the recess in excess of 30 days granted by the Presiding Examiner to February 27, 1964 should be approved.

The Commission orders. The extension of the pre-hearing conference for a period in excess of 30 days by the Presiding Examiner to February 27, 1964 is hereby approved.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1359; Filed, Feb. 11, 1964;
8:45 a.m.]

[Docket No. RIG4-225 etc.]

A. G. HILL ET AL.

Order Amending Orders Providing for Hearings on and Suspension of Proposed Changes in Rate, and Allowing Rate Changes To Become Effective Subject to Refund

FEBRUARY 5, 1964.

Proposed increased rates of the producers involved here were suspended until April 1, 1964, or later, in some instances. These proposed rates exceed the applicable area rate ceilings for increased rates as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56), but do not exceed the applicable area rate levels for initial rates as contained therein. All of the gas sales contracts involved in these rate schedules were entered into after the issuance of the Policy Statement.² Under the circumstances we consider it appropriate to shorten the suspension periods and to permit the proposed rates to become effective as of the date of issuance of this order as hereinafter provided.

The pertinent data are as follows:

¹ Additional proceedings involved in this order are listed in the body of the order. This order does not provide for the consolidation for hearings or disposition of the matters covered herein, nor should it be so construed.

² All of the rate increases here are periodic increases provided for in the original contracts.

Docket No.	Respondent	Rate schedule No.	Supplement No.	Date order issued
RI64-225 ¹	A. G. Hill et al.	4	2	10-24-63
RI64-233	Southwest Natural Production Co. et al.	17	4	10-24-63
RI64-262 ²	Southwest Gas Producing Co., Inc. et al.	18	3	10-30-63
RI64-316 ²	General American Oil Co. of Texas (Operator), et al.	65	2	11-20-63
RI64-318	The Preston Oil Co.	66	2	11-20-63
RI64-427	J. F. Merriek (Operator) et al.	27	2	11-20-63
RI64-461	Socony Mobil Oil, Co., Inc. (Operator) et al.	4	1	12-20-63
RI64-466 ²	Mountain States Natural Gas Corp.	313	7	12-26-63
RI64-501	Piedra Corp.	6	2	12-26-63
		1	2	12-31-63

¹ Consolidated with the Area Rate Proceeding, Docket Nos. AR64-2, et al., by order issued November 27, 1963.
² This proceeding also relates to other rate schedules not involved in this order.

The Commission finds. The suspension order in the above-designated proceedings should be amended and the proposed rates permitted to become effective subject to refund as of the date of issuance of this order, as hereinafter ordered.

The Commission orders:

(A) The suspension orders issued in the above-designated proceedings, are hereby amended by changing the date in the "Date Suspended Until" column with respect to the above-designated supplements to the date of issuance of this order.

(B) The above-designated rate supplements shall become effective subject to refund on the date of issuance of this order, if within 20 days from the date of issuance of this order, each respondent shall execute and file in its respective proceeding an agreement and undertaking to comply with the refunding and reporting procedures required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by a certificate showing service of copies thereof upon all purchasers under the rate schedule involved. Unless respondent is advised to the contrary within 15 days after the filing of its agreement and undertaking, the agreement and undertaking shall be deemed to have been accepted.

(C) In all other respects, the orders issued in the above-designated proceedings shall remain unchanged and in full force and effect.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1360; Filed, Feb. 11, 1964; 8:45 a.m.]

[Docket No. RI64-363 etc.]

LAKELAND PETROLEUM CORP. ET AL.

Order Providing for Hearing on and Suspension of Proposed Change in Rate; Correction

JANUARY 22, 1964.

Lakeland Petroleum Corporation (Operator), et al., Docket Nos. RI64-363 et al.; Ashland Oil & Refining Company, Docket No. RI64-372.

In the order providing for hearing on and suspension of proposed change in rate, issued December 4, 1963 and published in the FEDERAL REGISTER December 13, 1963 (F.R. Doc. 63-12783; 28 F.R. 13515-13518), under column headed "Purchaser and Producing Area", after Docket No. RI-64-372, Ashland Oil & Re-

fining Company, delete all reference to "Texas, R.R. District No. 10" and substitute "Oklahoma, Oklahoma Panhandle Area" in lieu thereof.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1362; Filed, Feb. 11, 1964; 8:45 a.m.]

[Docket No. G-11821 etc.]

MARATHON OIL CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates; Correction

FEBRUARY 3, 1964.

Marathon Oil Company, and other applicants listed herein, Docket Nos. G-11821, et al.; E. W. Mudge, Jr. (Operator), et al., Docket No. CI64-776.

In the notice of applications for certificates, abandonment of service and petitions to amend certificates, issued January 14, 1964 and published in the FEDERAL REGISTER January 21, 1964 (F.R. Doc. 64-503; 29 F.R. 510), in column 4 of the chart, after Docket No. CI64-776 change price to read "6.25 cents" in lieu of "4.0 cents".

In view of the foregoing correction an extension is granted to and including February 24, 1964 within which to file protests or petitions to intervene with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10).

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1363; Filed, Feb. 11, 1964; 8:45 a.m.]

[Docket No. G-4720 etc.]

RESERVE OIL AND GAS CO. ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates; Correction

FEBRUARY 4, 1964.

Reserve Oil and Gas Company (successor to Producing Properties, Inc.), et al., Docket Nos. G-4720, et al.; San Jacinto Oil and Gas Company (successor to Humble Oil & Refining Company), Docket No. CI64-458.

In the notice of applications for certificates, abandonment of service and petitions to amend certificates, issued October 22, 1963 and published in the FED-

ERAL REGISTER October 26, 1963 (F.R. Doc. 63-11304; 28 F.R. 11493), in column 4 of the chart, after Docket No. CI64-458 change price to read "10.0 cents" in lieu of "17.2295 cents".

In view of the foregoing correction an extension is granted to and including February 25, 1964 within which to file protests or petitions to intervene with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10).

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1364; Filed, Feb. 11, 1964; 8:46 a.m.]

[Docket No. G-10289 etc.]

PUBCO PETROLEUM CORP. ET AL.

Notice of Applications, Abandonment of Service and Petitions To Amend Certificates; Correction

FEBRUARY 3, 1964.

Pubco Petroleum Corporation, and other applicants listed herein, Docket Nos. G-10289 et al.; Jewel Osborn, Docket No. CI64-805; Betty Osborn Biedenharn, Docket No. CI64-806; Osborn-Barratt Petroleum, Inc., Docket No. CI64-807; W. B. Osborn, Jr., Docket No. CI64-808.

In the notice of applications, abandonment of service and petitions to amend certificates, issued January 21, 1964 and published in the FEDERAL REGISTER January 28, 1964 (F.R. Doc. 64-759; 29 F.R. 1425), in column 4 of the chart, after Docket Nos. CI64-805, CI-64-806, CI64-807 and CI64-808, change the prices for the following purchasers under each Docket Number to read as follows:

Colorado Interstate Gas Company—"11.0 cents" in lieu of "10.7194 cents".
 Cities Service Gas Company—"10.7194 cents" in lieu of "11.0 cents".

In view of the foregoing correction an extension is granted to and including February 24, 1964 within which to file protests or petitions to intervene with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10).

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1365; Filed, Feb. 11, 1964; 8:46 a.m.]

[Docket No. G-2671, etc.]

J. CLEO THOMPSON ET AL.

Notice of Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates; Correction

JANUARY 31, 1964.

J. Cleo Thompson, et al. (successor to Joe Blalock, et al.), and other applicants-listed herein, Docket Nos. G-2671 et al.; McWood Corporation (Operator) (successor to Tower Oil & Gas Company of Texas), Docket No. CI62-193.

In the notice of applications for certificates, abandonment of service and peti-

tions to amend certificates, issued January 28, 1964 and published in the FEDERAL REGISTER February 4, 1964 (F.R. Doc. 64-1049; 29 F.R. 1706), in column 4 of the chart, after Docket No. CI62-193 change price to read "12.0 cents" in lieu of "20.0 cents".

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-1367; Filed, Feb. 11, 1964;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 24NY-5669]

HONORA, LTD.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

FEBRUARY 6, 1964.

I. Honora, Ltd. (Honora), 42 West 48th Street, New York, N.Y., is a New York corporation located at 42 West 48th Street, New York, New York. On November 29, 1961, Honora filed a notification pursuant to Regulation A in connection with a proposed offering of 76,500 shares of its common stock (10 cents par value) at \$3.75 per share, for an aggregate proposed offering of \$286,875. The notification was subsequently amended to provide for an offering of 68,500 shares at \$4 per share for an aggregate proposed offering of \$274,000. Sunshine Securities, Inc., was named as the underwriter, but on August 10, 1962, it withdrew from the proposed offering.

II. The Commission has reason to believe that Honora, its officers, directors, and promoters have failed to cooperate with the Commission. The Commission's staff has made repeated attempts to secure amendments to the notification or, in the alternative, a withdrawal of the notification. Despite these efforts, Honora has refused to amend or withdraw the notification.

III. It appearing to the Commission that it is in the public interest and for the protection of investors that the exemption under Regulation A be temporarily suspended.

It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having any interest in the matter may file with the Secretary of the Commission a written request for a hearing within thirty days after the entry of this order; that within twenty days after receipt of such request the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the presentation and consideration of additional matters

at the hearing; that, if no hearing is requested and none is ordered by the Commission, this order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission; and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-1373; Filed, Feb. 11, 1964;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[No. MC-C-4333]

PETITION FOR INTERPRETATION OF POWDERED MILK UNDER THE TRANSPORTATION ACT OF 1958

FEBRUARY 7, 1964.

Petitioner: Cossitt Motor Express, Inc., 63 West Kendrick Ave., Hamilton, N.Y. By petition filed November 12, 1963, petitioner requests the Commission to make an official ruling as to the possibility that "Casein", regardless of use, is a Dry Milk Solid, and exempt from regulation.

Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-1376; Filed, Feb. 11, 1964;
8:47 a.m.]

[Notice 291]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

FEBRUARY 7, 1964.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

No. MC 2900 (Deviation No. 11), RYDER TRUCK LINES, INC., Post Office Box 2408, Jacksonville, Fla., filed January 29, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: Between Atlanta, Ga., and Charlotte, N.C., over Interstate Highway 85, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from Atlanta over U.S. Highway 23 to Cornelia, Ga., thence over U.S. Highway 123 to Greenville, S.C., thence over U.S. Highway 29 to Charlotte; from Atlanta, over U.S. Highway 29 to Charlotte; and from Atlanta over U.S. Highway 29 to Athens, Ga., thence over Georgia and South Carolina Highway 72 to Rock Hill, S.C., thence over U.S. Highway 21 to Charlotte, and return over the same routes.

No. MC 69833 (Deviation No. 10) (Canceling Deviation No. 6) ASSOCIATED TRUCK LINES, INC., 15 Andre Street SE., Grand Rapids 7, Mich., filed January 24, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities with certain exceptions, over a deviation route as follows: From Columbus, Ohio over Interstate Highway 70 to junction Interstate Highway 65, thence over Interstate Highway 65 to junction Interstate Highway 94, and thence over Interstate Highway 94 to Chicago. Also, Interstate Highway 465 from junction Interstate Highway 70 to junction Interstate Highway 65, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Columbus over U.S. Highway 40 to Indianapolis, Ind., thence over U.S. Highway 52 to junction U.S. Highway 41, thence over U.S. Highway 41 to Chicago, thence over alternate U.S. Highway 30 (formerly U.S. Highway 330) to junction U.S. Highway 45, thence over U.S. Highway 45 to junction St. Charles Road and thence over St. Charles Road to Villa Park, Ill., and return over the same route.

No. MC 108449 (Deviation No. 1), INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul 13, Minn., filed January 31, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over deviation routes as follows: (A) From the Minnesota-Wisconsin State line over Interstate Highways 94 and 90 to Chicago, (B) from the Minnesota-Wisconsin State line near LaCrosse, Wis., over Interstate Highway 90 to the Wisconsin-Illinois State line near Beloit, Wis., and (C) from the Minnesota-Wisconsin State line near Hudson, Wis., over Interstate Highway 94 to the Illinois-Wisconsin State line near Kenosha, Wis., and return over the same routes, for operating convenience only.

The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Minneapolis over U.S. Highway 12 to Madison, Wis.,

thence over U.S. Highway 18 to Milwaukee, Wis., thence over U.S. Highway 41 to Chicago, and return over the same route.

No. MC 108449 (Deviation No. 2), INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul 13, Minn., filed January 31, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Mauston, Wis., over Wisconsin Highway 82 to junction U.S. Highway 51, thence over U.S. Highway 51 to junction Interstate Highway 90, and thence over Interstate Highway 90 to Chicago, Ill., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Mauston over U.S. Highway 12 to Chicago, and return over the same route.

No. MC 108449 (Deviation No. 3), INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul 13, Minn., filed January 31, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From St. Paul, Minn., over U.S. Highway 61 to La Crosse, Wis., thence over U.S. Highway 14 to Middleton, Wis., (B) from Minneapolis, Minn., over U.S. Highway 52 to Dubuque, Iowa, thence over U.S. Highway 20 to Marengo, Ill., thence over Illinois Highway 176 to Wauconda, Ill., thence over U.S. Highway 12 to Chicago, Ill., (C) from Minneapolis, Minn., over Minnesota Highway 55 to Hastings, Minn., (D) from St. Paul, Minn., over Minnesota Highway 56 to junction Minnesota Highway 55 and (E) from La Crosse, Wis. over U.S. Highway 16 to Tomah, Wis., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Minneapolis over U.S. Highway 12 to Madison, Wis., thence over U.S. Highway 18 to Milwaukee, Wis., thence over U.S. Highway 41 to Chicago, and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 149) (Canceling MC 1510 Deviation No. 3) GREYHOUND LINES, INC. (Central Greyhound Lines), 1740 Main Street, Kansas City 8, Mo., filed January 26, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over deviation routes as follows: From junction U.S. Highway 85 and New Mexico Highway 422, north of Algodones, N. Mex., over New Mexico Highway 422 to junction U.S. Highway 85, north of Albuquerque, N. Mex., also, from junction U.S. Highway 85 and New Mexico Highway 44 over New Mexico Highway 44 to junction New Mexico Highway 422, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From a point near Rowe,

N. Mex., over unnumbered highway via Pecos, N. Mex., to junction U.S. Highway 85 at a point southeast of Glorieta, N. Mex., thence over U.S. Highway 85 to Albuquerque, and return over the same route.

No. MC 1515 (Deviation No. 150) (Canceling MC 1510), letter dated June 4, 1957) GREYHOUND LINES, INC. (Central Greyhound Lines), 1740 Main Street, Kansas City 8, Mo., filed January 26, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From Fort Worth, Tex., over the Fort Worth-Dallas Turnpike to Dallas, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Dallas, Tex., over U.S. Highway 80 via Weatherford, and Ranger, Tex., to Abilene, Tex., and return over the same route.

No. MC 1515 (Deviation No. 151) (Canceling MC 1510, letter dated November 4, 1955) GREYHOUND LINES, INC. (Central Greyhound Lines), 1740 Main Street, Kansas City 8, Mo., filed January 26, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From Garland, Tex., over County Highway Forest Lane to junction County Highway 560, thence over County Highway 560 to Dallas, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the passengers over pertinent service route as follows: From Greenville, Tex., over Texas Highway 24 to Farmersville, Tex., thence over Texas Highway 78 via Garland, Tex., to Dallas, Tex., and return over the same route.

No. MC 1515 (Deviation No. 152) (Canceling MC 1510 Deviation No. 2), GREYHOUND LINES, INC. (Central Greyhound Lines), 1740 Main Street, Kansas City 8, Mo., filed January 26, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: From Colorado Springs, Colo., over U.S. Highway 85 (Interstate Highway 25) to junction Colorado Highway 27, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Denver, Colo., over U.S. Highway 87 to junction U.S. Highway 85, thence over U.S. Highway 85 to junction unnumbered highway near Castle Rock, Colo., thence over unnumbered highway via Castle Rock, to junction U.S. Highway 85, thence over U.S. Highway 85 to junction unnumbered highway near French, N. Mex., and return over the same route.

No. MC 1515 (Deviation No. 153), GREYHOUND LINES, INC. (Canceling MC 1510, letter dated April 16, 1957) (Central Greyhound Lines), 1740 Main Street, Kansas City 8, Mo., filed January 26, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*,

over a deviation route as follows: From junction unnumbered highway and U.S. Highway 66 over U.S. Highway 66 to junction County Highway AB, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent route as follows: From junction U.S. Highway 66 and unnumbered highway near Waynesville, Mo., over unnumbered highway via Waynesville to junction U.S. Highway 66, thence over U.S. Highway 66 to Buckhorn, Mo., thence over Missouri Highway 17 to junction County Highway AB, thence over County Highway AB to junction U.S. Highway 66, at or near Hazelgreen, Mo., and return over the same route.

No. MC 1515 (Deviation No. 154) (Canceling Deviation No. 99), GREYHOUND LINES, INC. (Southern Greyhound Lines Division), 219 E. Short Street, Lexington, Ky., filed January 24, 1964. Applicant proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over deviation routes as follows: (A) From junction Interstate Highway 40 and U.S. Highway 70, near Union, Tenn., over Interstate Highway 40 to junction U.S. Highway 70, at a point approximately two (2) miles north of Gilmore, Tenn., thence from said junction over Interstate Highway 40 to Memphis, Tenn., (B) from junction Interstate Highway 40 and U.S. Highway 70 over U.S. Highway 70 to Jackson, Tenn., (C) from Jackson over Tennessee Highway 20 to junction Interstate Highway 40, (D) from junction U.S. Highway 70 and Interstate Highway 40 over U.S. Highway 70 to Brownsville, Tenn., (E) from Brownsville over Tennessee Highway 76 to junction Interstate Highway 40, and (F) from junction Interstate Highway 40 and Tennessee Highway 59 over Tennessee Highway 59 to Braden, Tenn., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the passengers over a pertinent service route as follows: from Memphis over U.S. Highway 70 via Brownsville, Jackson, Dickson, Tenn., and White Bluff, Tenn., to Nashville, Tenn., and return over the same route.

No. MC 1515 (Deviation No. 155) GREYHOUND LINES, INC. (Central Greyhound Lines Division), 1740 Main Street, Kansas City, Mo., filed January 31, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *Passengers and their baggage* over a deviation route as follows: From junction Wisconsin Highway 55 and U.S. Highway 41, over U.S. Highway 41 to junction Wisconsin Highway 175, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Milwaukee over U.S. Highway 41 to junction Wisconsin Highway 175 (formerly U.S. Highway 41), thence over Wisconsin Highway 175 via Menomonee Falls, Richfield, Slinger, Theresa, and Byron, Wis., to Fond du Lac, Wis., thence over unnumbered highway (formerly

U.S. Highway 41) via North Fond du Lac and Van Dyne, Wis., to junction U.S. Highway 45 (formerly U.S. Highway 41), thence over U.S. Highway 45 via Oshkosh, Wis., to junction Wisconsin Highway 114 (formerly U.S. Highway 41), thence over Wisconsin Highway 114 to junction Wisconsin Highway 47, thence over Wisconsin Highway 47 to Appleton, Wis., and from Green Bay over U.S. Highway 41 to junction Wisconsin Highway 55, thence over Wisconsin Highway 55 to Kaukauna, Wis., thence over Wisconsin Highway 96 (formerly County Road V) to Appleton, Wis., thence over Wisconsin Highway 47 to Manasha, Wis., thence over Wisconsin Highway 114 to Neenah, Wis., and return over the same routes.

No. MC 1515 (Deviation No. 156) GREYHOUND LINES, INC. (Southern Greyhound Lines Division), 219 E. Short Street, Lexington, Ky., filed January 31, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage, over a deviation route as follows: (A) From junction Old U.S. Highway 41 and New U.S. Highway 41 as a point approximately two miles north of Madisonville, Ky., thence over New U.S. Highway 41 to junction Old U.S. Highway 41 approximately two miles south of Nortonville, Ky., (B) from junction New U.S. Highway 41 and Kentucky Highway 281, over Kentucky Highway 281 to junction Old U.S. Highway 41, (C) from junction New U.S. Highway 41 and Kentucky Highway 85, over Kentucky Highway 85 to junction Old U.S. Highway 41, (D) from junction New U.S. Highway 41 and Kentucky Highway 813, over Kentucky Highway 813 to junction Old U.S. Highway 41, (E) from junction New U.S. Highway 41 and the Western Kentucky Turnpike over the Western Kentucky Turnpike to junction Old U.S. Highway 41, and (F) from junction New U.S. Highway 41 and U.S. Highway 62 over U.S. Highway 62 to junction Old U.S. Highway 41, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: from Evansville over U.S. Highway 41 via Hopkinsville, Ky., Springfield and Goodlettsville, Tenn., to Nashville (also from Hopkinsville over alternate U.S. Highway 41 to Nashville), and return over the same route.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-1378; Filed, Feb. 11, 1964;
8:47 a.m.]

[Notice 598]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 7, 1964.

Section A. The following publications are governed by the new Special Rule 1.247 (49 CFR 1.247) of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3,

1963, which became effective January 1, 1964.

Section B. The following publications are governed by the Interstate Commerce Commission's general rules of practice including Special Rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and pre-hearing conferences will be called at 9:30 a.m., United States standard time (or 9:30 a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING

SECTION A; MOTOR CARRIERS OF PROPERTY

No. MC 104654 (Sub-No. 134), filed January 29, 1964. Applicant: COMMERCIAL TRANSPORT, INC., Post Office Box 297, Belleville, Ill. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cement, between points in Illinois.

NOTE: Applicant states the proposed operations will involve shipments having prior movement by rail or water.

HEARING: February 20, 1964, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Joint Board No. 149.

No. MC 103880 (Sub-No. 305), filed February 5, 1964. Applicant: PRODUCERS TRANSPORT, INC., 224 Buffalo Street, New Buffalo, Mich. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Coal tar products, in bulk, in tank vehicles, from Indianapolis, Ind., to points in Illinois, Indiana, Kentucky, Michigan, Mississippi, Ohio, Tennessee, and Wisconsin.

HEARING: February 27, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Parks M. Low.

No. MC 116273 (Sub-No. 20), filed January 31, 1964. Applicant: D. & L TRANSPORT, INC., 3800 South Laramie Avenue, Chicago, Ill. Applicant's attorney: Carl J. Steiner, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid chemicals, in bulk, in tank vehicles, from Muskegon, Mich., and points within five (5) miles thereof, to points in the United States east of the Mississippi River, and to points in Louisiana and Texas.

HEARING: February 19, 1964, at the Federal Building, Lansing, Mich., before Examiner A. Lane Cricher.

No. MC 124070 (Sub-No. 6), filed February 5, 1964. Applicant: CHEMICAL HAULERS, INC., 5723 Kennedy Avenue, Hammond, Ind. Applicant's attorney: Howell Ellis, Suite 616 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over

irregular routes, transporting: Coal tar products, in bulk, in tank vehicles from Indianapolis, Ind., to points in Illinois, Indiana, Kentucky, Michigan, Mississippi, Ohio, Tennessee, and Wisconsin, and damaged and rejected shipments on return.

HEARING: February 27, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Parks M. Low.

SECTION B; MOTOR CARRIERS OF PROPERTY

No. MC 2392 (Sub-No. 29), filed December 23, 1963. Applicant: WHEELER TRANSPORT SERVICE, INC., Post Office Box 432, Genoa, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid fertilizer, in bulk, in tank vehicles, from Nebraska City, Nebr., to points in Iowa, Kansas, and Missouri, and empty containers or other incidental facilities (not specified) used in transporting the above described commodity, and damaged or rejected shipments thereof, on return.

HEARING: March 25, 1964 at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gerald F. Colfer.

No. MC 3804 (Sub-No. 3), filed December 23, 1963. Applicant: WILSON TRANSFER COMPANY, INC., 712 West Airline Avenue, Gastonia, N.C. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Textile waste materials, including sweepings, scrap, threads, and bagging and cotton in bales and bags, between points in North Carolina, Virginia, Tennessee, South Carolina, Georgia, Alabama, and Mississippi.

HEARING: April 13, 1964, at the New Queen Charlotte Hotel, Charlotte, N.C., before Examiner James O'D. Moran.

No. MC 31389 (Sub-No. 58), filed December 30, 1963. Applicant: McLEAN TRUCKING COMPANY, a corporation, Post Office Box 213, Winston-Salem, N.C. Applicant's attorney: Francis W. McInerny, 1000 16th Street NW., Washington 36, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Polyvinyl acetate emulsion, in bulk, in premounted rubber shipping containers, from Charlotte, N.C., to Chicago, Ill.

NOTE: Common control may be involved.

HEARING: March 25, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner William E. Messer.

No. MC 32358 (Sub-No. 6), filed December 18, 1963. Applicant: LOUIE FRANCO RODRIGUEZ, doing business as SWEET TRUCKING COMPANY, 22500 South Alameda, Long Beach 10, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber, on specially constructed roller bed equipment, and lumber roof trusses, on equipment specially designed for transporting such trusses, between points in Los Angeles and Orange Counties, Calif., on the

one hand, and, on the other, points in Clark County, Nev.

HEARING: March 24, 1964, at the Federal Building, Los Angeles, Calif., before Joint Board No. 78, or if the Joint Board waives its right to participate, before Examiner F. Roy Linn.

No. MC 52709 (Sub-No. 230), filed November 15, 1963. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid starch*, in bulk, in tank vehicles, from Columbus, Ohio, to points in California.

NOTE: Common control may be involved.

HEARING: March 25, 1964, at the Federal Building, Los Angeles, Calif., before Examiner F. Roy Linn.

No. MC 61396 (Sub-No. 103), filed December 26, 1963. Applicant: HERMAN BROS. INC., 2501 No. 11th Street, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer*, in bulk, in tank vehicles, from Nebraska City, Nebr., to points in Iowa, Kansas, and Missouri, and returned and rejected shipments, on return.

HEARING: March 25, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gerald F. Colfer.

No. MC 73165 (Sub-No. 179), filed December 16, 1963. Applicant: EAGLE MOTOR LINES, INC., 830 North 33d, Birmingham, Ala. Applicant's attorney: Donald L. Morris, 937 Bank for Savings Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, including, but not limited to, *valves, fire hydrants and pipe, and pipe fittings and parts and accessories thereof*, from points in Alabama, to points in Arkansas, Oklahoma, and points in Louisiana west of the Mississippi River.

HEARING: April 6, 1964, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner James O'D. Moran.

No. MC 75866 (Sub-No. 2), filed December 23, 1963. Applicant: JOHN TOM BROWN, doing business as J. T. BROWN DRAYAGE COMPANY, 52 O'Highland Avenue, Greenville, S.C. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Textile waste materials, including sweepings, scrap, threads and bagging and cotton*, in bales and bags, between points in South Carolina, North Carolina, Georgia, Virginia, Alabama, and Tennessee.

HEARING: April 13, 1964, at the New Queen Charlotte Hotel, Charlotte, N.C., before Examiner James O'D. Moran.

No. MC 76478 (Sub-No. 8), filed December 23, 1963. Applicant: CHESTER CARRIERS, INC., East Petersburg, Pa. Applicant's representative: Bernard N. Gingerich, Quarryville, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over ir-

regular routes, transporting: *Stone*, from points in Caernarvon Township, Berks County, Pa., to points in Chester County, Pa.

HEARING: March 25, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before William R. Tyers.

No. MC 95540 (Sub-No. 556), filed October 18, 1963. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Tennessee and Arkansas, to points in Arizona, California, Colorado, Idaho, Iowa, Kansas, Louisiana, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming.

HEARING: March 31, 1964, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner James O'D. Moran.

No. MC 96412 (Sub-No. 2), filed December 23, 1963. Applicant: JACOB M. MOUCHET, doing business as COTTON TRANSPORT COMPANY, 511 Spruce Street, Charlotte, N.C. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Textile waste materials, including sweeping, scrap, threads, and bagging and cotton* in bales and bags, between points in North Carolina, South Carolina, Virginia, Tennessee, Georgia, and Alabama.

HEARING: April 13, 1964, at the New Queen Charlotte Hotel, Charlotte, N.C., before Examiner James O'D. Moran.

No. MC 105750 (Sub-No. 5), filed December 2, 1963. Applicant: S. D'ANTONI, INC., 1333 Jefferson Highway, New Orleans 21, La. Applicant's attorney: Clarence Rareshide, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Flavoring compounds, bottler's flavoring compounds, beverage preparations, glass tumblers, bung closures and beverages*, flavored and phosphated, from New Orleans, La., to Belzoni, Biloxi, Ocean Springs, Brookhaven, Carthage, Clarksdale, Cleveland, Columbia, Greenville, Greenwood, Grenada, Gulfport, Hattiesburg, Houston, Jackson, Laurel, Lexington, Louisville, McComb, Meridian, Natchez, Newton, Philadelphia, Picayune, Quitman, Sardis, Vicksburg, Water Valley, and Yazoo City, Miss., and Mobile, Ala., and empty containers or other such incidental facilities (not specified) used in transporting the above described commodities, and rejected shipments, on return.

HEARING: April 6, 1964, at the Federal Office Building, 701 Loyola Avenue, New Orleans, La., before Examiner Richard H. Roberts.

No. MC 107403 (Sub-No. 517), filed December 20, 1963. Applicant: E. BROOKE MATLACK, INC., 10 West Baltimore Avenue, Landsdowne, Pa. Authority sought to operate as a *common*

carrier, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, in dump vehicles or in containers, from Ironton, Ohio, to points in Indiana, Kentucky, Pennsylvania, and West Virginia.

NOTE: Common control may be involved.

HEARING: March 24, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gordon M. Callow.

No. MC 107678 (Sub-No. 33), filed November 1, 1962. Applicant: HILL & HILL TRUCK LINE, INC., 13019 Sarah Lane, Post Office Box 9698, Houston 15, Tex. Applicant's attorney: Joe G. Fender, 2035 Norfolk Street, Houston 6, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, which, because of size, weight, or other physical characteristics, require the use of special equipment, rigging or handling, together with *parts and attachments thereto* when moving in connection therewith, and *contractor's equipment, machinery, materials and supplies*, (1) between points in Louisiana, New Mexico, and Texas, (2) between points in Alabama, Florida, Georgia, and Mississippi, (3) between points in Colorado, Kansas, Oklahoma, and Texas, (4) between points in Louisiana, New Mexico, and Texas, on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Georgia, Mississippi, and Tennessee, and (5) between points in Colorado, Kansas, New Mexico, Oklahoma, and Texas, on the one hand, and, on the other, points in Arizona, Idaho, Iowa, Missouri, Montana, Nebraska, New Mexico, Nevada, North Dakota, South Dakota, Utah, and Wyoming.

HEARING: April 8, 1964, at the Texas State Hotel, Houston, Tex., before Examiner Richard H. Roberts.

No. MC 109584 (Sub-No. 118), filed November 15, 1963. Applicant: ARIZONA-PACIFIC TANK LINES, a corporation, 3201 Ringsby Court, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sodium chlorate*, in bulk, in tank vehicles, from Henderson, Nev., to points in Imperial, Riverside, and Shasta Counties, Calif.

NOTE: Common control may be involved.

HEARING: March 25, 1964, at the Federal Building, Los Angeles, Calif., before Examiner F. Roy Linn.

No. MC 110098 (Sub-No. 38), filed December 31, 1963. Applicant: ZERO REFRIGERATED LINES, a corporation, 815 Merida Street, Station A, Box 7249, San Antonio 7, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, in vehicles equipped with mechanical refrigeration, from points in Texas, to points in Colorado, Montana, Nevada, North Dakota, South Dakota, and Wyoming.

HEARING: April 13, 1964, at the Grano Hotel, San Antonio, Tex., before Examiner Richard H. Roberts.

No. MC 110525 (Sub-No. 621), filed December 9, 1963. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A.

Jaskiewicz, Esq., Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, in dump vehicles and in containers, from Ironton, Ohio, to points in Indiana, Kentucky, Pennsylvania, and West Virginia.

HEARING: March 24, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gordon M. Callow.

No. MC 111434 (Sub-No. 52), filed November 26, 1963. Applicant: DON WARD, INC., Post Office Box 1488, Durango, Colo. Mailing address: 241 West 56th Avenue, Denver, Colo. Applicant's attorney: J. Albert Sebald, Equitable Building, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Livestock feeds and concentrates and poultry feeds and concentrates* (except molasses in bulk); *clay and clay products; bentonite; limestone and limestone products; and lime and lime products* between points in New Mexico, Utah, Colorado, Wyoming, Montana, North Dakota, South Dakota, Nebraska, Kansas, Missouri, and Iowa, and *rejected shipments* on return.

HEARING: March 24, 1964, at the New Customs House, Denver, Colo., before Examiner John S. Messer.

No. MC 113267 (Sub-No. 119), filed December 9, 1963. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Fred H. Figge, 312 West Morris Street, Caseyville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pineapples, and coconuts*, when in mixed shipments with bananas, from New Orleans, La., Gulfport, Miss., and Mobile, Ala., to points in the United States (except Pensacola, Fla., Montgomery, Ala., Atlanta, Ga., and points within 15 miles of Atlanta, and points in New Hampshire, Rhode Island, Alaska, Hawaii, Pennsylvania, Maine, Vermont, Connecticut, Massachusetts, New York, New Jersey, Delaware, Maryland, and the District of Columbia).

NOTE: Common control may be involved.

HEARING: April 7, 1964, at the Federal Office Building, 701 Loyola Avenue, New Orleans, La., before Examiner Richard H. Roberts.

No. MC 114725 (Sub-No. 12), filed December 30, 1963. Applicant: WYNNE TRANSPORT SERVICE, INC., 1528 North 11th Street, Omaha, Nebr. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer solutions*, in bulk in tank vehicles, from Nebraska City, Nebr., to points in Kansas, Iowa, and Missouri.

HEARING: March 25, 1964, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Gerald F. Colfer.

No. MC 115840 (Sub-No. 8), filed December 16, 1963. Applicant: COLONIAL FAST FREIGHT LINES, INC., 1215

Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Applicant's attorney: Donald L. Morris, 937 Bank for Savings Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles, including, but not limited to, valves, fire hydrants and parts and accessories thereof, and pipe and pipe fittings*, from points in Alabama, to points in Arkansas, Oklahoma, and points in Louisiana west of the Mississippi River.

HEARING: April 6, 1964, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner James O'D. Moran.

No. MC 116077 (Sub-No. 152), filed November 21, 1963. Applicant: ROBERTSON TANK LINES, INC., Post Office Box 9218, 5700 Polk Avenue, Houston, Tex. Applicant's attorney: Thomas E. James, 721 Brown Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pepper, sugar and mineral mixtures*, in packages in mixed shipments with salt and salt products, from Avery Island, Weeks Island, Jefferson Island, Anse La Butte, La., and points in St. Mary's Parish, La., to points in Arkansas, Louisiana, Mississippi, and Texas.

NOTE: Applicant states it seeks no duplicating authority. It presently holds authority in MC 116077 Sub 101 to transport salt from all the origin points here involved to all the destinations involved. The purpose of this application is to add authority to transport small shipments of pepper, sugar and mineral mixtures, in packages, when moving with shipments of salt.

HEARING: April 6, 1964, at the Federal Office Building, 701 Loyola Avenue, New Orleans, La., before Examiner Richard H. Roberts.

No. MC 116459 (Sub-No. 34), filed October 23, 1963. Applicant: RUSS TRANSPORT, INC., Post Office Box 4022, Chattanooga 5, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone*, between points in Tennessee, Georgia, Alabama, Virginia, North Carolina, and Kentucky.

NOTE: Common control may be involved.

HEARING: April 3, 1964, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner James O'D. Moran.

No. MC 118130 (Sub-No. 11), filed November 22, 1963. Applicant: BENJAMIN M. HAMRICK, doing business as BEN HAMRICK, 740 North Houston Street, Forth Worth, Tex. Applicant's attorney: M. Ward Bailey, 24th Floor, Continental Life Building, Forth Worth 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coconuts and pineapples*, in mixed shipments with bananas from points in Louisiana to points in Louisiana, Texas, New Mexico, Arizona, Colorado, California, Oklahoma, Missouri, Nebraska, Kansas, Minnesota, Utah, Iowa, Arkansas, Illinois, Indiana, Michigan, and Wisconsin and *exempt commodities* on return.

HEARING: April 3, 1964, at the Federal Office Building, 701 Loyola Avenue, New Orleans, Louisiana, before Examiner Richard H. Roberts.

MC 119778 (Sub-No. 63), filed December 30, 1963. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: Frank B. Hand, Jr., 921 17th Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, (1) between points in Georgia; (2) between points in Alabama; (3) between points in Mississippi; and (4) between points in Tennessee.

HEARING: April 9, 1964, at the Hotel Thomas Jefferson, Birmingham, Ala., before Examiner James O'D. Moran.

No. MC 124337 (Sub-No. 4), filed October 3, 1963. Applicant: ADVANCE BOAT MOVERS, 1544 Placentia Avenue, Newport Beach, Calif. Applicant's attorney: Donald Murchison, 211 South Beverly Drive, Allen Paris Building, Suite 211, Beverly Hills, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boats requiring special handling and special low boy equipment*, between points in California, on the one hand, and, on the other, points in Arizona, California, Connecticut, Florida, Illinois, Louisiana, Maryland, Massachusetts, Michigan, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, Texas, and Washington.

HEARING: March 26, 1964, at the Federal Building, Los Angeles, Calif., before Examiner F. Roy Linn.

No. MC 124344 (Sub-No. 2) (REPUBLICAN), filed September 29, 1963, published FEDERAL REGISTER issue of October 23, 1963, and republished, this issue. Applicant: ROBERT M. COLGAN, doing business as RED SEAL TRUCKING, Post Office Box 753, Huntington, Ind. Applicant's attorney: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. By application filed September 29, 1963, applicant seeks a permit authorizing operation, in interstate or foreign commerce as a contract carrier by motor vehicle over irregular routes, of (1) milk products, milk by-products, and fruit juices, fruit drinks, and fruit segments, in containers, in vehicles equipped with temperature control devices, form Milwaukee, Wis., to points in Indiana on and north of U.S. Highway 36, including points on and within three (3) miles of said highway; and (2) ice cream, ice cream mix, ice milk, sherbet, water ices and vegetable-fat frozen desserts, in containers, in mechanically refrigerated vehicles, and ice cream novelties, including water ice bars, fudge bars, ice cream bars, ice cream cups, ice cream sandwiches, ice cream bake rolls, ice cream pies, and articles of a like nature, in containers, in mechanically refrigerated vehicles, from Hamilton, Ohio, to Elkhart, Evansville, Hammond, Huntington, Indianapolis, Lafayette, South Bend, and Terre Haute, Ind., and empty containers or other such incidental facilities used in transport-

ing the above described commodities, in (1) and (2) above, on return. The application was referred to Examiner Frank J. Mahoney for hearing and the recommendation of an appropriate order thereon. Hearing was held on December 10, 1963 at Indianapolis, Ind. At the hearing the examiner allowed an amendment which broadened the scope of the application so as to include transportation of the commodities set forth in (2) above from *Huntington, Ind., to Hazard, Ky.* A Report and Order, served December 27, 1963, which became effective January 27, 1964, finds that applicant is fit, willing, and able properly to perform the service of a contract carrier by motor vehicle and to conform to the provisions of the Interstate Commerce Act and with the lawful requirements, rules and regulations of the Commission thereunder, and that operation, in interstate or foreign commerce by applicant as a contract carrier by motor vehicle, under a continuing contract with Sealtest Foods Division of National Dairy Products Corporation at New York, N.Y., of (1) *milk products, milk by-products, fruit juices, fruit drinks and fruit segments*, in containers, from Milwaukee, Wis., to points in Indiana on, north and within 3 miles of U.S. Highway No. 36; and (2) *milk products, milk by-products, ice cream, ice cream mix, and frozen confections*, in containers (a) from Hamilton, Ohio, to Elkhart, Evansville, Hammond, Huntington, Indianapolis, Lafayette, South Bend, and Terre Haute, Ind., and (b) Huntington, Ind., to Hazard, Ky., over irregular routes, will be consistent with the public interest and the national transportation policy; and that an appropriate permit should be issued after the lapse of 30 days from the date of republication in the FEDERAL REGISTER of a corrected statement of the authority sought herein, provided that no protest and petition for further hearing is received during such period.

No. MC 125018 (Sub-No. 1) (AMENDMENT), filed November 27, 1963, published in FEDERAL REGISTER issue of January 15, 1964, amended February 5, 1964, and republished as amended this issue. Applicant: TENNESSEE TRUCK LINES, INC., R.D. No. 2, Dandridge, Tenn. Applicant's attorneys: Jerome Ackerman, Union Trust Building, Washington 5, D.C., and Joseph A. McAfee, Park National Bank Building, Knoxville 11, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Canned goods and animal foods*, from the site of Bush Brothers & Company's plants located in Chestnut Hill, and Clinton, Tenn., and Augusta, Wis., and from the site of Bush Brothers & Company subsidiary or affiliated plants: Blytheville Canning Company, Inc., located at Blytheville, Ark., Shiocton Kraut, Inc., located at Shiocton, Wis., New Era Canning Company, located at New Era, Mich., and Bush Brothers of North Carolina, located at Hendersonville, N.C., and from the site of Bush Brothers & Company's warehouses located in Anderson, Coker, Greene, Hancock, Jefferson, Sevier, and Knox Counties, Tenn., to points in Virginia, West Virginia, North

Carolina, South Carolina, Georgia, Florida, Maryland, Alabama, Mississippi, Tennessee, Kentucky, Illinois, Indiana, Ohio, Pennsylvania, Michigan, Wisconsin, Minnesota, New York, Iowa, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Kansas, Nebraska, Colorado, Delaware, North Dakota, South Dakota, New Jersey, and the District of Columbia, and (2) *Canned goods and animal foods, cans, materials, equipment and supplies for the production of cans, seeds, fertilizer; and materials, equipment and supplies used in the growing, production, canning, packaging and distribution of canned goods and animal foods*, from points in the destination states named in (1) above, to the origin points named in (1) above.

NOTE: Applicant states that all of the foregoing transportation service will be performed under a continuing contract or contracts with Bush Brothers & Company and its affiliates. It is further noted the proposed service is principally intended to supplant present movements in private carriage. The purpose of this republication is to show the location of the Bush Brothers & Company's plant at Clinton, Tenn., omitted in previous publication, and to indicate new hearing information, set forth below.

HEARING: February 18, 1964, at the Supreme Court Room of the Tennessee Supreme Court, Knoxville, Tenn., before Examiner Edith H. Cockrill.

No. MC 125895, filed December 23, 1963. Applicant: N. A. SIMS, doing business as SIMS TRANSFER COMPANY, 145 Alice Street, Spartanburg, S.C. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Textile waste materials, including sweepings, scrap, threads, and bagging and cotton*, in bales and bags, between points in North Carolina, South Carolina, Alabama, Georgia, and Tennessee.

NOTE: Applicant holds contract carrier authority in MC 112977 and Subs thereto; therefore dual operations may be involved.

HEARING: April 13, 1964, at the New Queen Charlotte Hotel, Charlotte, N.C., before Examiner James O'D. Moran.

No. MC 125910, filed December 30, 1963. Applicant: CUSTOM TRANSPORT, INC., 407 South Edwards Street, Lincolnton, N.C. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Textile waste materials, including sweepings, scrap, thread, and bagging, and cotton* in bags and bales between points in North Carolina, Virginia, Tennessee, South Carolina, Georgia, Alabama, Arkansas, and Mississippi.

HEARING: April 13, 1964, at the New Queen Charlotte Hotel, Charlotte, N.C., before Examiner James O'D. Moran.

No. MC 125911, filed December 30, 1963. Applicant: W. A. JARRETT AND JAMES F. JARRETT, a partnership, doing business as JARRETT & SON, Post Office Box 847, Spartanburg, S.C. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C., 20004. Authority sought to operate

as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Textile waste materials, including sweepings, scrap, threads, and bagging and cotton*, in bags and bales, between points in Virginia, North Carolina, South Carolina, Tennessee, and Georgia.

HEARING: April 12, 1964, at the New Queen Charlotte Hotel, Charlotte, N.C., before Examiner James O'D. Moran.

MOTOR CARRIERS OF PASSENGERS

No. MC 29854 (Sub-No. 26), filed November 22, 1963. Applicant: THE HUDSON BUS TRANSPORTATION CO., INC., 437 Tonnele Avenue, Jersey City, N.J. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers from the Borough of Richmond, N.Y., over Goethals Bridge to Richmond Street, in Elizabeth, N.J., over Richmond Street to Trenton Avenue, Trenton Avenue to New Jersey Turnpike Interchange 13, over Interchange and New Jersey Turnpike to Interchange 16 in Secaucus, N.J., over Interchange to New Jersey Highway 3, over New Jersey Highway 3 and via Lincoln Tunnel to New York, N.Y., and return over the same route to Interchange 13 in Elizabeth, N.J., over Interchange to Trenton Avenue, over Trenton Avenue to Bayway, over Bayway to Goethals Bridge, over Goethals Bridge to Borough of Richmond, N.Y., serving no intermediate points in New Jersey.

NOTE: Common control may be involved.

HEARING: February 17, 1964, in Room 212, State Office Building, 1100 Raymond Boulevard, Newark, N.J., before Joint Board No. 3, or, if the Joint Board waives its right to participate, before Examiner James A. McKiel.

NOTICE OF FILING OF PETITIONS

No. MC 29643 and No. MC 29643 (Sub-No. 4) (PETITION FOR INTERPRETATION OF CERTIFICATE IN MC 29643 AND TO DISMISS APPLICATION FOR EXTENSION OF CERTIFICATE IN MC 29643 SUB 4), filed January 17, 1964. Petitioner: WALSH TRUCKING SERVICE, INC., 2 Talcott Street, Massena, N.Y. Petitioner's attorney: Morton E. Kiel, 140 Cedar Street, New York, N.Y. Petitioner holds a Certificate dated May 25, 1950, to conduct operations as a motor carrier as follows: IRREGULAR ROUTES: Aluminum and aluminum products, from Massena, N.Y., and points and places within five miles of Massena to points and places in Connecticut, Maryland, Massachusetts, New Jersey, New York, Rhode Island, Delaware, New Hampshire, Vermont, and those in that part of Pennsylvania on and east of a line beginning at the Pennsylvania-New York State line and extending along U.S. Highway 11 to junction U.S. Highway 15, thence along U.S. Highway 15 to the Pennsylvania-Maryland State line. General Commodities, except livestock, and except dangerous explosives, household goods as defined in *Practices of*

Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment, from Albany and New York, N.Y., and points and places in New Jersey to Massena, N.Y., and points and places in New York, within 50 miles of Massena. Commodities used in the manufacture, packing and shipping of aluminum and aluminum products, from points and places in Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, Rhode Island, Vermont, those in New York, except Albany and New York, N.Y., and those in the Pennsylvania territory above-specified, to Massena, N.Y., and points and places within five miles of Massena. Return with no transportation for compensation, except as otherwise authorized." By the instant petition, petitioner seeks that its certificate be interpreted without further proceedings to apply from or to, as the case may be, the Town of Massena where the certificate reads "Massena." Out of an abundance of caution, petitioner also filed an extension application, concurrently with the filing of this petition, assigned No. MC 29643 (Sub-No. 4), published *FEDERAL REGISTER*, issue of January 29, 1964. Petitioner also requests that this application be dismissed without further proceedings because it now holds all of the authority sought. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication in the *FEDERAL REGISTER*, file an appropriate pleading.

No. MC 77424 (SUPPLEMENTAL PETITION FOR MODIFICATION OF CERTIFICATE), filed January 22, 1964. Petitioner: WENHAM TRANSPORTATION, INC., Cleveland, Ohio. Petitioner's attorney: James E. Wilson, 716 Perpetual Building, 1111 E Street NW., Washington 4, D.C. By petition dated November 21, 1963, published *FEDERAL REGISTER*, issue of December 11, 1963, petitioner requested the Commission to redescribe its Certificate MC 77424, wherein it is authorized to transport general commodities, with certain exceptions, in Michigan by substituting for that part of its description "and those in Michigan south of U.S. Highway 16, including points and places on the indicated portions of the highway specified" the description set forth therein. Since the filing of the petition dated November 21, 1963, petitioner has had occasion to reexamine the route description in Michigan and it has been determined that numerous communities would be eliminated under the description proposed which may now be served by petitioner. By the instant supplemental petition, petitioner requests that the petition of November 21, 1963, be modified and amended by the following redescription of the area in Michigan which it may serve as a common carrier in Certificate MC 77424 as follows: "and those in Michigan south of a line beginning at Detroit and extending along Interstate Highway 96 to junction Michigan Highway 43; thence along Michigan Highway 43 to Lansing, Mich.; thence along Business Route 96 to junction Interstate Highway 96; thence along Interstate

Highway 96 to Grand Rapids, Mich., and thence along Interstate Highway 196 to Muskegon, Mich., including points and places on the indicated portions of the highways specified, and those points and places one mile north of the highway specified." Any person or persons desiring to participate in this proceeding may within 30 days from the date of this publication in the *FEDERAL REGISTER*, file an appropriate pleading.

No. MC 83539 Sub Nos. 12, 20, 66, 82, 93, 102 and MC 109770 now leased under authority issued in MC-F-7115 (PETITION FOR INTERPRETATION OF CERTIFICATES), filed January 13, 1964. Petitioner: C & H TRANSPORTATION CO., INC., Dallas, Tex. Petitioner's attorney: W. T. Brunson, 419 Northwest 6th Street, Oklahoma City, Okla., 73102. Petitioner is authorized in MC 83539 (Sub-No. 12), in part to transport: "commodities, the transportation of which, because of their size or weight, requires the use of special equipment, and parts thereof when moving in connection with such commodities, over irregular routes, between Wichita, Kansas, on the one hand, and on the other points in Missouri, Nebraska, Colorado, and those in Texas on and north of U.S. Highway 80; in MC-83539 Sub 20, in part, to transport "commodities, the transportation of which because of size or weight requires the use of special equipment, from points in Ohio to points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas, with no transportation for compensation on return except as otherwise authorized"; in MC-83539 Sub 66, in part, to transport commodities other than those described above, the transportation of which because of their size or weight, requires the use of special equipment or handling, and parts thereof, when moving in connection with such commodities. Between points in Kansas and Oklahoma, on the one hand, and on the other, points in Oregon and Washington;" and in MC 109770 MC-F-7115—Lease Partial Section 210a(b) to transport heavy or cumbersome commodities, which because of size or weight, require the use of special equipment, between Seagraves, Texas, and points in Texas within 250 miles of Seagraves and those in that part of Texas north of U.S. Highway 80 and west of U.S. Highway 75 beyond such 250 mile radius, including points on the indicated portions of the highways specified on the one hand, and, on the other, points in Arizona." By the instant petition, petitioner seeks to have the above operating rights interpreted as authorizing within the specified territory, the transportation of: "Glass, plate, not framed, bent or leaded; Glass, rolled, plain, figured or wired, not bent; Glazing units, glass, not in sash; Glass doors, with or without fittings; Glass, automobile, cut to shape." Any persons or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the *FEDERAL REGISTER*, file an appropriate pleading.

No. MC 116710 and Subs 4, 6, 7, and 10 (PETITION TO AMEND PERMITS), dated January 21, 1964. Petitioner: MISSISSIPPI CHEMICAL EXPRESS,

INC., Post Office Box 1634, South Hattiesburg, Miss. Petitioner's attorney: Warren Woods, 716 Perpetual Building, 1111 E Street NW., Washington 4, D.C. Petitioner, a contract carrier, holds Permit No. MC 116710, wherein it is authorized to transport, "Virgin sulphuric acid, in bulk, in tank vehicles, from Le Moyne, Ala., and Baton Rouge, La., to Pontiac, Miss.; and molten sulphur, in bulk, in tank vehicles, from Pontiac, Miss., to Le Moyne, Ala.; spent sulphuric acid, in bulk, in tank vehicles, from Pontiac, Miss., to Baton Rouge, La. Restriction: The operations authorized above are limited to a transportation service to be performed, under a continuing contract, or contracts, with the following shippers: Pontiac Refining Corporation, of Pontiac, Miss., Consolidated Chemical Industries, of Le Moyne, Ala., and Baton Rouge, La." In No. MC 116710 Sub-4 it is authorized to transport: "Liquid sulphur dioxide, in bulk, in tank vehicles, from the site of the plant of Consolidated Chemical Industries, at Baton Rouge, La., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Tennessee, and Texas, with no transportation for compensation on return except as otherwise authorized. Restriction: The operations authorized herein are limited to a transportation service to be performed under a continuing contract, or contracts with Stauffer Chemical Company, Consolidated Chemical Industries Division, of Houston, Tex." In No. MC 116710 Sub-6 it is authorized to transport: "Molten sulphur, in bulk, in tank vehicles, from Pontiac, Miss., to Baton Rouge, La., with no transportation for compensation on return except as otherwise authorized. Restriction: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contracts, with the following shippers: Consolidated Chemical Industries Division of Stauffer Chemical Company, of Houston, Tex., and Pontiac Eastern Corporation, of Corpus Christi, Tex." In No. MC 116710 Sub-7 it is authorized to transport "liquid sulphur dioxide, in bulk, in tank vehicles, from the site of the plant of Stauffer Chemical Company, Consolidated Chemical Industries Division in Baton Rouge, La., to points in Illinois, with no transportation for compensation on return except as otherwise authorized. Restriction: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contracts, with Stauffer Chemical Company, Consolidated Chemical Industries Division, Houston, Tex." In No. MC 116710 Sub-10 it is authorized to transport "liquid sulphur dioxide, in bulk, in tank vehicles, from the site of the plant of Stauffer Chemical Company, Consolidated Chemical Industries Division, at Baton Rouge, La., to points in New Mexico, with no transportation for compensation on return except as otherwise authorized. Restriction: The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contracts, with Stauffer Chemical Company, Consoli-

dated Chemical Industries Division, of Houston, Tex." By the instant petition, petitioner requests that its Permits be amended (1) by substituting for the name of Pontiac Refining Corporation wherever such name appears the name *Mississippi Gulf Refining Company*; and (2) by substituting for the name Consolidated Chemical Industries and/or Stauffer Chemical Company, Consolidated Chemical Industries Division, of Houston, Tex., wherever such names appear, the name *Stauffer Chemical Company, Consolidated Chemical Division*. Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 43269 (Sub-No. 49) (AMENDMENT), filed June 28, 1963, published in FEDERAL REGISTER issue July 17, 1963, amended January 30, 1964, and republished as amended this issue. Applicant: WELLS CARGO, INC., 1775 East Fourth Street, Reno, Nev. Applicant's attorney: Bruce R. Geernaert, 21st Floor, 100 Bush Street, San Francisco 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except used household goods and personal effects; automobiles, trucks and buses, new and used; livestock and sheep camp outfits; commodities requiring special refrigeration or temperature control; liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank vehicles; commodities in bulk in dump or hopper trucks; commodities when transported in motor vehicles equipped for mechanical mixing in transit; and, fresh fruits, fresh vegetables and berries), (1) between the San Francisco Territory, Calif., as defined in Note 1, and the Los Angeles Territory, Calif., as defined in Note 2, over the following routes: (a) between San Francisco and Los Angeles, over U.S. Highway 101, serving the intermediate points of Madrone, Morgan Hill, San Martin and Gilroy, Calif., (b) between San Francisco and Los Angeles, from San Francisco over U.S. Highway 101 Bypass to junction U.S. Highway 101, at or near San Jose, Calif., thence over U.S. Highway 101 to Los Angeles, and return over the same route, serving the intermediate points named in (a), (c) between San Francisco and Los Angeles, from San Francisco over U.S. Highway 101 Alternate, at or near El Rio, Calif., thence over U.S. Highway 101 Alternate to Los Angeles, and return over the same route, serving the intermediate points named in (a) and (b), and, (d) between San Francisco and Los Angeles, from San Francisco over U.S. Highway 50 to junction U.S. Highway 99, at or near Stockton, Calif., thence over U.S. Highway 99 to Los Angeles, and return over the same route,

servicing no intermediate points, and, (2) between Gilroy, Calif., and junction California Highway 152 and U.S. Highway 99, from Gilroy over California Highway 152 to junction U.S. Highway 99, and return over the same route, serving no intermediate points.

NOTE 1: San Francisco Territory includes that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County boundary line meets the Pacific Ocean; thence easterly along said boundary line to a point one (1) mile west of U.S. Highway 101; southerly along an imaginary line one (1) mile west of and paralleling U.S. Highway 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with California Highway 17; northerly along California Highway 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway 40 (San Pablo Avenue); northerly along U.S. Highway 40 to and including the city of Richmond; southwesterly along the highway extending from the city of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to the point of beginning.

NOTE 2: Los Angeles Territory includes that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U.S. Highway 101 Alternate; thence northeasterly along Sunset Boulevard to California Highway 7; northerly along California Highway 7 to California Highway 118; northeasterly along California Highway 118 through and including the city of San Fernando; continuing northeasterly and southeasterly along California Highway 118 to and including the city of Pasadena; easterly along U.S. Highway 66 to California Highway 19; southerly along California Highway 19 to Lower Azusa Road; easterly on Lower Azusa Road to its intersection with the San Gabriel River; southerly along the west bank of the San Gabriel River to Beverly Boulevard; southeasterly on Beverly Boulevard to Painter Avenue in the City of Whittier; southerly on Painter Avenue to California Highway 26; westerly along California Highway 26 to the west bank of the San Gabriel River; southerly along the west bank of the San Gabriel River to Imperial Highway; westerly on Imperial Highway to California Highway 19; southerly along California Highway 19 to its intersection with U.S. Highway 101 Alternate at Ximeno Street; southerly along Ximeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U.S. Highway 101 Alternate; thence northerly along an imaginary line to the point of beginning.

NOTE 3: This application is a matter directly related to MC-F 8487, published July 10, 1963.

NOTE 4: The purpose of this republication is to set forth more clearly the commodity description and to show specific routes involved in the proposed operations.

No. MC 97006 (Sub-No. 4), filed January 28, 1964. Applicant: HOWARD'S EXPRESS, INC., East North Street, Geneva, N.Y. Applicant's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over (A) regular routes, transporting: *General commodities* (except household goods as defined by the Commission, commodities which require special equipment, commodities in bulk, commodities of unusual value, and Classes A and B explosives), (1) between Gowanda, N.Y., and Buffalo, N.Y.; (a) between Gowanda, N.Y., and Buffalo, N.Y., over U.S. Highway 62, serving no intermediate points; (b) from Gowanda over U.S. Highway 62 to Collins, thence over New York Highway 39 to junction of New York Highways 39 and 16, and thence over New York Highway 16 to Buffalo, and return over the same route, serving the intermediate points of Big Tree, Blasdel, Chaffee, Collins, Collins Center, East Aurora, Ebenezer, Eden, Eden Valley, Hamburg, Holland, Lackawanna, Lawtons, Morton Corners, North Collins, Protection, Sardinia, South Wales, Springbrook, Springville, and Wales; (2) between Buffalo, N.Y., and Rochester, N.Y.; (a) from Buffalo over New York Highway 5 to Batavia, thence over New York Highway 33 to Rochester, and return over the same route, serving no intermediate points; (b) from Buffalo over New York Highway 263 to Lockport, thence over New York Highway 31 to Rochester, and also from Lockport over New York Highway 31 to Medina, thence over New York Highway 63 to Ridgeway, thence over U.S. Highway 104 to Rochester, and return over the same routes, serving the intermediate points of Albion, Brockport, Childs, Churchville, Clarence, Clarkson, Eggertsville, Egypt, Fancher, Gaines, Garland, Greece, Holley, Medina, Millersport, Murray, Oak Orchard, North Chili, Parma Corners, Ridgeway, Snyder (Erie County), Spencerport, Wallington, West Greece, and Williamsonville;

(3) between Rochester, N.Y., and Red Creek, N.Y., over New York Highway 104, serving the intermediate points of Alton, Resort, Sodus, Union Hill, Webster, West Webster, Williamson, and Wolcott; (4) between Rochester, N.Y., and Savannah, N.Y., over New York Highway 31, serving the intermediate points of Clyde, Lock Berlin, Lyons, Macedon, Newark, Palmyra, and Pittsford; (5) between Rochester, N.Y., and Syracuse, N.Y.; from Rochester over New York Highway 31 to Pittsford, thence over New York Highway 96 to Waterloo, thence over New York Highway 5 to Syracuse, and return over the same route, serving the intermediate points of Alocuin, Auburn, Camillus, Canandaigua, East Bloomfield, Elbridge, Fayetteville, Flint, Geneva, Manchester, Phelps, Seneca Falls, Sennett, Sheldrake Springs, Victor,

Waterloo, West Bloomfield, and West Junius; (6) from Utica, N.Y., to Penn Yan, N.Y.; from Utica over New York Highway 49 to Rome, thence over New York Highway 365 to junction with New York Highway 5, thence over New York Highway 5 to Geneva, thence over New York Highway 14 to junction with New York Highway 54, thence over New York Highway 54 to Penn Yan, or over New York Highway 14 A to Penn Yan, serving all intermediate points in Oneida, Onondaga, and Cayuga Counties and the off-route points of Cayuga, Lee Center, Marcellus, Marcy, Mottville, Skaneateles, Skaneateles Falls, and Solvay; (7) between Williamson, N.Y., and Naples, N.Y., over New York Highway 21, serving the intermediate points of Academy, Bristol Springs, Canandaigua, Chapin, Cheshire, Manchester, Marion, Palmyra, Shortsville, Williamson, and Woodville; (8) between Canandaigua, N.Y., and Waterloo, N.Y., over New York Highway 5, serving the intermediate points of Flint and Geneva; (9) between Geneva, N.Y., and Naples, N.Y., over New York Highway 245, serving the intermediate points of Gorham, Middlesex, Rushville, and Stanley;

(10) between Sodus Point, N.Y., and Elmira, N.Y.; (a) from Sodus Point over New York Highway 14 to Elmira, and return over the same route, serving no intermediate points; (b) from Sodus Point over New York Highway 14 to Geneva, thence over New York Highway 14A to Penn Yan, thence over New York Highways 54 or 54A to Hammondsport, thence over New York Highway 54 to Bath, thence over U.S. Highway 15 to Painted Post, thence over New York Highway 17 to East Corning, thence over New York Highway 17 or 17E to Elmira, and return over the same routes, serving no intermediate points; (c) from Sodus Point over New York Highway 14 to Dresden, thence over New York Highway 54 to Penn Yan and thence over highways directly above to Elmira, and return over the same route, serving the intermediate points of Alloway, Alton, Bath, Benton Center, Bluff Point, Branchport, Coopers Plains, Corning, Crosby, Curtis, Dresden, Elmira Heights, Geneva, Hall, Hammondsport, Hermitage, Horseheads, Keuka, Lakemont, Lyons, Millport, Montour Falls, Painted Post, Penn Yan, Pine Valley, Savona, South Sodus, Starkey, Watkins Glen, and West Junius; (11) between Wolcott, N.Y., and Corning, N.Y., over New York Highway 414, serving the intermediate points of Caywood, Fayette, Hector, Lodi, Ovid, Savannah, Seneca Falls, South Butler, Valois, Watkins Glen, and Wolcott; (12) between Waterloo, N.Y., and Ithaca, N.Y., over New York Highway 96, serving the intermediate points of Covert, Interlaken, Jacksonville, Ovid, Romulus, and Trumansburg; (13) between Geneva, N.Y., and Interlaken, N.Y.; from Geneva over New York Highway 5 to junction of New York Highway 96A, thence over New York Highway 96A to Interlaken, and return over the same route, serving the intermediate points of Lodi, Ovid, Sampson, Sheldrake Springs, West Fayette, and Willard;

(14) between Auburn, N.Y., and Horseheads, N.Y.; from Auburn over New York Highway 34 to Ithaca, thence over New York Highway 13 to Horseheads, and return over the same route, serving the intermediate points of Fleming, Genoa, Ithaca, Newfield, North Lansing, Scipio, South Lansing, Sullivanville, and Venice Center; (15) between Ithaca, N.Y., and New York, N.Y.; from Ithaca over New York Highway 96B to Candor, thence over New York Highway 96 to Owego, also from Ithaca over New York Highway 13 to junction with New York Highway 34, thence over New York Highway 34 to junction with New York Highway 17, thence over New York Highway 17 to Owego, thence over New York Highways 17 or 17C to Binghamton, thence over New York Highway 17 to Suffern, thence over New York Highway 59 to junction with New York Thruway near Nyack, thence over New York Thruway to junction with New York Highway 9 near Tarrytown, thence over the New York Highway 9 to New York, N.Y., and return over the same route, except as to service between termini points this route service at intermediate points is restricted to service between the intermediate points of Apalachin, Barton, Campville, Candor, Catatunk, Danby, Lockwood, North Spencer, Owego, Smithboro, Spencer, Tioga Center, West Danby, Willseyville, on the one hand, and, on the other, New York, N.Y.

NOTE: Applicant states that service is authorized from, to, and between all intermediate points having no place names on all routes, except as specifically restricted therein and the following off-route points: Adams Basin, Akron, Akron Junction, Alden, Alden Center, Allens Hill, Amherst, Angola, Armour, Ashwood, Athol Springs, Barnard, Barre Center, Bay View, Beechwood (Monroe County), Bellevue, Bellona, *Berkshire, Blsborrow, Blakeley, Border City, Boston, Bowmansville, Brant, Brice, Brighton, Bristol, Bristol Center, Brixment, Brookdale, *Brooktondale, Carlton, *Caroline, *Caroline Center, Carnegie, Cayuga, Charlotte, Cheektowaga, Chill, Chill Center, Chill Junction, Chill Station, Clarence Center, Clarendon, Clarksburg, Clifton (Monroe County), Clifton Heights, Clifton Springs, Colden, Coldwater, Collamer (Monroe County), Crittenden, Delwood, Depew, Derby, Doyle, Dundee, *Dryden, Eagle Harbor, *East Berkshire, East Clarence, East Concord, East Eden, East Hamburg, East Lancaster, East Palmyra, East Penfield, East Rochester, East Shelby, East Williamson, Eden Center, Ellicott, *Ellis, Elma, Elm Grove, *Enfield, *Etna, Fairport, Farmington, Farnham, Fishers, *Flemingsville, Forest Lawn, *Freeville, Furnaceville, Garbutt, Gardenville, Gates, Genesee Junction, Getzville, Glenwood (Erie County), Golah, Grand Island, Griffins Mills, Groton, Guyanoga, Gypsum, *Halsey Valley, Hamlin, Harris Road, Hayts Corners, Henrietta, Hilton, Himrod, Holcomb, Honeoye, Honeoye Falls, Hopewell Center, Hornell, Hulberton, Industry, Ionia, Irondequoit, Jamison Road, Jeddo, *Jenksville, Jewettville, Joy, Kellogg, Kendall (Orleans County), Kenmore, Kenyonville, Knowlesville, Kuckville, *Lake Ridge, Lakeside (Wayne County), Lake View, Lancaster, Langford, *Lansingville, *Lounsbury, *Ludlowville, Lyndonville, Macedon Center, Manitou Beach, Maplewood, Marcellus, Marilla, *McLean, Mendon, Mendon Center, Mertenstia, *Meyers, Millers, Millgrove, Millville, Milo Mills, Mortimer, Morton, Mottville, Mumford, *Newark Valley, New Oregon, Niagara Junction, *Nichols, North Bloomfield, North Boston, North Evans, North Greece,

North Hamlin, North Rose, North Rush, Oaks Corners, Odessa, Ontario, Ontario Center, Orchard Park, Orleans, Paddleforks, Parma Center, Patchin, Penfield, *Peruville, Phelps Junction, Point Breeze, Point Pleasant, *Pony Hollow, Porterville, Port Gibson, Preemption, Pultneyville, Reeds Corners, Riches Corners, Richmond Mills, *Richford, Ridgeland, Rochester Junction, Rock Beach, Rose, Roseland, Rush, Sawyer, Scottsville, Scranton, Sea Breeze, Seneca Castle, Shaletton, Shelby, Skaneateles, Skaneateles Falls, *Slaterville Springs, Sloan, Sodus Center, Solvay, South Bloomfield, South Bristol, *Speedsville, Summerville, Swormville, Terminal, Tonawanda, Town Line (Erie County), Town Line (Wayne County), Transit, Tyrone, *Varna, Vincent, Wadsworth, Wales Center, Walker, Walworth, Wanakah, Water Valley, *Waverly, Wayne, Wayne Center, *Weltonville, Wende, West Aiden, West Barre, West Chill, *West Dryden, West Falls, *West Groton, West Henrietta, West Kendall, Weston, West Rush, West Shelby, West Walworth, Wheatland, Winchester, Windsor Beach, Wolcottsburg, Woodlawn, Wyandale, Yates (Erie County), and Yates (Orleans County), N.Y.

Restriction: Off-route points preceded by an asterisk apply only between those points on the one hand, and, on the other, New York, N.Y. (B) Over irregular routes transporting: (1) *General commodities* (except household goods as defined by the Commission, commodities which require special equipment, commodities in bulk, commodities of unusual value, and Classes A and B explosives), from Geneva, N.Y., to Binghamton, N.Y.; (2) *ladders, scaffolds, and portable housing sections*, (a) from points in Tioga County, N.Y., to points in Albany, Broome, Cayuga, Chemung, Cortland, Monroe, Onondaga, Seneca, Tioga, and Tompkins Counties, N.Y.; (b) from points in Tompkins Tioga County, N.Y.

NOTE: This is a matter directly related to MC-F 8665, published in FEDERAL REGISTER, issue of February 5, 1964.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-8667. Authority sought for control by NORTH AMERICAN VAN LINES, INC., Lincoln Highway and Meyer Road, Post Office Box 938, Fort Wayne, Ind., of CONTINENTAL VAN LINES, INC., 1009 North 21st Street, Birmingham, Ala., and for acquisition by RICHARD H. BURESH, of Cedar Rapids, Iowa, JACOB R. CECIL, of Lorain, Ohio, IDA L. GARVEY and CYRIL P. GARVEY, of Buffalo, N.Y., RICHARD L. HILLING, of Richmond, Ind., GAIL MARKS, of Cambridge, Ohio, JAMES A. NEVIL, of San Francisco, Calif., ALEX RAFFERTY, JR., MICHAEL J. RAFFERTY, and HARRY R. RAFFERTY, of Highland Park, Ill., CHARLES WEAVER and GRACE WEAVER, of Steelton, Pa., CHARLES J. WILSON, of Buffalo, N.Y., WILLIAM H. WILSON, of Buffalo, N.Y., and EDWARD F. SIMARD, of Fall River, Mass.,

of control of CONTINENTAL VAN LINES, INC., through the acquisition by NORTH AMERICAN VAN LINES, INC. Applicants' attorney: Martin A. Weisert, Post Office Box 988, Fort Wayne, Ind. Operating rights sought to be controlled: *Household goods*, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, as a common carrier over irregular routes, from points in New York, New Jersey, Pennsylvania, Maryland, the District of Columbia, Virginia, Louisiana, Mississippi, Kentucky, Ohio, Indiana, Illinois, and Missouri, to points in Georgia, Alabama, South Carolina, North Carolina, Florida, and Tennessee, from points in Alabama, and Georgia, south of U.S. Highway 80, to points in New York, New Jersey, Pennsylvania, Maryland, Virginia, Louisiana, Mississippi, Kentucky, Ohio, Indiana, Illinois, Missouri, and the District of Columbia, between points in Alabama and Georgia, on and south of U.S. Highway 80, on the one hand, and, on the other, points in Florida, Georgia, North Carolina, South Carolina, and Tennessee, between points in Alabama and Georgia, on and north of U.S. Highway 80, on the one hand, and, on the other, points in New York, New Jersey, Pennsylvania, Maryland, the District of Columbia, Virginia, North Carolina, South Carolina, Georgia, Florida, Louisiana, Mississippi, Tennessee, Kentucky, Ohio, Indiana, Illinois, and Missouri, between points in Georgia, and Alabama, on the one hand, and, on the other, points in Connecticut, Delaware, Alabama, Texas, and Michigan, between points in Georgia and Alabama, on the one hand, and, on the other, points in Arkansas; *new furniture and new and used pianos*, between Atlanta, Ga., and Birmingham, Ala., on the one hand, and, on the other, points in New York, New Jersey, Pennsylvania, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Louisiana, Mississippi, Tennessee, Kentucky, Ohio, Indiana, Illinois, Missouri, Connecticut, Delaware, Alabama, Texas, Michigan, Arkansas, and the District of Columbia. NORTH AMERICAN VAN LINES, INC., is authorized to operate as a common carrier in all States in the United States (except Hawaii), and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

NOTE: Application for authority under section 214 was filed in conjunction with the application under section 5, in Finance Docket No. 22960.

No. MC-F-8668. Authority sought for control by RED STAR EXPRESS LINES OF AUBURN, INCORPORATED, doing business as RED STAR EXPRESS LINES, 24-50 Wright Avenue, Auburn, N.Y., of BROWN'S EXPRESS, INC., 1595 East Street, Pittsfield, Mass., and for acquisition by JOHN BISGROVE, 264 East Genesee Street, Auburn, N.Y., of control of BROWN'S EXPRESS, INC., through the acquisition by RED STAR EXPRESS LINES OF AUBURN, INCORPORATED. Applicants' attorney: Leonard A. Jaskiewicz, Dow, Lohnes and Albertson, 600 Munsey Building, Washington 4, D.C. Operating rights sought

to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier over regular routes, between Springfield, Mass., and Albany, N.Y., between Pittsfield, Mass., and Williamstown and Sheffield, Mass., serving all intermediate points in Massachusetts; serving the intermediate and off-route points within ten miles of Albany, N.Y., and the off-route points in Berkshire County, Mass.; between Springfield, Mass., and Athol, Mass., and between Albany, N.Y., and Glens Falls, N.Y., serving all intermediate and certain off-route points; between Northampton, Mass., and Boston, Mass., serving certain intermediate and off-route points, over two alternate routes for operating convenience only; *New furniture*, over irregular routes, from Arlington, Vt., to points in Berkshire, Hampden, Hampshire, and Franklin Counties, Mass.; *fertilizer*, from South Deerfield, Mass., to Warren, R.I., points in Vermont, those in that part of New York south of a line beginning at the Massachusetts-New York State line, and extending through Cherryplain, N.Y., to Albany, and east of the Hudson River, and points in certain counties in Connecticut, and from Bridgeport, New Haven, Hartford, Portland, and East Windsor, Conn., to South Deerfield, Mass.; *bone, hoof, horn and vegetable meal, and tankage*, from New York, N.Y., and points within ten miles thereof, to Leominster and South Deerfield, Mass., and points in Hartford County, Conn.; *lime and limestone products*, from New Haven Junction and Winooski, Vt., and Canaan, Conn., to points in Hampden, Hampshire, and Franklin Counties, Mass.; *agricultural commodities*, from points in Hampshire and Franklin Counties, Mass., to Providence, R.I., Philadelphia, Pa., points in Connecticut, points in New Jersey, within 25 miles of New York, N.Y., and those in New York east of a line beginning at Oswego, N.Y., and extending south to Waverly, N.Y., and from Boston, Mass., to Springfield, Mass., Providence, R.I., New York, N.Y., and points in New York within ten miles of New York, N.Y., and points in Connecticut; *burlap bags*, from Philadelphia, Pa., Jersey City, N.J., and New York, N.Y., to South Deerfield, Mass. RED STAR EXPRESS LINES OF AUBURN, INCORPORATED, is authorized to operate as a common carrier in New York, New Jersey and Pennsylvania. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8669. Authority sought for merger into RED STAR EXPRESS LINES OF AUBURN, INCORPORATED, doing business as RED STAR EXPRESS LINES, 24-50 Wright Avenue, Auburn, N.Y., of the operating rights and property of JOHN VOGEL, INC., Route 9W, Glenmont, N.Y., and for acquisition by JOHN BISGROVE, 264 East Genesee Street, Auburn, N.Y., of control of such rights and property through the transaction. Applicants' attorney: Leonard A. Jaskiewicz, Dow, Lohnes and Albertson, 600 Munsey Building, Washington 4, D.C. Operating rights sought to be merged: *General commodities*, excepting, among others, household goods and

commodities in bulk, as a common carrier over regular routes, between Albany, N.Y., and Newark, N.J., serving the intermediate and off-route points of New York, N.Y., those within 20 miles of Albany, N.Y., those in New Jersey within 15 miles of Newark, N.J., and those in New York within 15 miles of New York, N.Y., without restriction; and all intermediate points on, and all off-route points within 5 miles of that portion of U.S. Highway 9 on and north of New York Highway 52 and south of Albany, N.Y., restricted to the transportation of shipments moving to or from Albany and points within 20 miles thereof; between Albany, N.Y., and Newark, N.J., serving all intermediate points on, and all off-route points within 5 miles of, that portion of U.S. Highway 9W on and north of New York Highway 52 and south of Albany, N.Y., restricted to the transportation of shipments moving to or from Albany, and points within 20 miles thereof; between Newark, N.J., and Philadelphia, Pa., serving all intermediate and certain off-route points; between Gloversville, N.Y., and Albany, N.Y., between Gloversville, N.Y., and Speculator, N.Y., between Caroga Lake, N.Y., and Rockwood, N.Y., between Albany, N.Y., and Waterford, N.Y., from Johnstown, N.Y., to Scotia, N.Y., from Fonda, N.Y., to Little Falls, N.Y., from Little Falls, N.Y., to Johnstown, N.Y., between North Adams, Mass., and Manchester, Vt., and between North Adams, Mass., and South Shaftsbury, Vt., serving all intermediate points and certain off-route points on the above described routes, with the restriction that the regular route operating rights may not be joined or tacked with carrier's irregular-route authority to and from points in Rensselaer County, N.Y., for the purpose of performing through operations between points on such regular routes, on the one hand, and, on the other, points on carrier's regular routes west and south of Albany, N.Y.; *general commodities*, with the above exceptions, over irregular routes between New York, N.Y., and points in New Jersey within 30 miles of City Hall, New York, N.Y., on the one hand, and, on the other, Albany, Saugerties, and Schenectady, N.Y., between Albany, N.Y., on the one hand, and, on the other, points within 20 miles of Albany, between points in Albany County, N.Y., on the one hand, and, on the other, points in Rensselaer County, N.Y., between Rensselaer County, N.Y., on the one hand, and, on the other, points in Saratoga County, N.Y., and from points in Rensselaer County, N.Y., to points in Washington County, N.Y.; *lumber*, from Albany and New York, N.Y., to points in New York, Massachusetts, and Connecticut within 100 miles of Albany and New York, N.Y., respectively, with the restriction that service is not authorized from New York, N.Y., to Middletown, N.Y. RED STAR EXPRESS LINES OF AUBURN, INCORPORATED, is authorized to operate as a common carrier in New York, New Jersey and Pennsylvania. Application has not been filed for temporary authority under section 210a(b).

NOTE: RED STAR EXPRESS LINES OF AUBURN, INCORPORATED, controls JOHN

VOGEL, INC., through ownership of capital stock pursuant to authority granted in Docket No. MC-F-7951, on March 29, 1962.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1379; Filed, Feb. 11, 1964;
8:47 a.m.]

[Notice 940]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 7, 1964.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 66385. By order of February 4, 1964, The Transfer Board approved the transfer to Roscoe L. Couch, doing business as Roscoe's Freight Line, Enid, Okla., of the "claimed grandfather" rights of Herman O. Icke, doing business as L. & H. Freight Lines, Enid, Okla., in No. MC 120359 (Sub-No. 2); authorizing certain service in Oklahoma. H. L. Gasaway, 212 Bass Building, P.O. Box 1108, Enid, Okla., attorney for applicants.

No. MC-FC 66482. By order of February 4, 1964, the Transfer Board approved the transfer of Certificate of Registration No. MC 98297 Sub No. 1, issued November 4, 1963, evidencing the right of the holder thereof to engage in interstate or foreign commerce, corresponding in scope to the service authorized by the Certificate of Public Convenience and Necessity No. 1324-MC dated April 21, 1954, issued by the Illinois Commerce Commission, from Joseph Jonkouski, doing business as Illinois Bee-Line Express, Chicago, Ill., to Illinois Bee-Line Express, Inc., Chicago, Ill. Robert H. Levy, Levy & Andrin, 105 West Adams Street, Chicago, Ill., attorneys for applicants.

No. MC-FC 66512. By order of February 4, 1964, the Transfer Board approved the transfer to Rodney Stewart and Troy Stewart, a partnership, doing business as Fred Stewart Company, Box 659, 129 South Clay Street, Magnolia, Ark., of the operating rights issued by the Commission January 25, 1960 and February 15, 1963, respectively, under Certificates Nos. MC 24583 and MC 24583 (Sub-No. 8), to Fred Stewart, Cordelia Stewart, Rodney Stewart and Troy Stewart, a partnership, doing business as Fred Stewart Company, Magnolia, Ark., authorizing the transportation of: Machinery, equipment, materials, and supplies used in connection with natural gas and petroleum and their products, and

machinery, equipment, materials and supplies used in the operation thereof, between points in Arkansas, Louisiana and Texas; between Memphis, Tenn., and points in Mississippi; between Memphis, Tenn. and points in Mississippi, on the one hand, and, on the other, points in Arkansas, Louisiana and Texas; between points in Oklahoma, Kansas and Texas; wooden structural forms and hardware necessary for their installation, from points in Columbia County, Ark., to points in Texas, Oklahoma, Kansas, Kentucky, Tennessee, Alabama, Mississippi and Louisiana.

No. MC-FC 66552. By order of February 4, 1964, the Transfer Board approved the transfer to G. H. Harnum, Inc., Cambridge, Mass., of the operating rights in Certificate in No. MC 87451, issued October 17, 1949, to Walter C. Berry, West Hanover, Mass., authorizing the transportation, over irregular routes, of machinery, boilers, tanks, boats, and steel and cast-iron pipe and piles, from Boston, Mass., and points in Massachusetts within five miles of Boston, to points in Massachusetts within 50 miles of Boston, with no transportation for compensation on return. Joseph A. Kline, 185 Devonshire Street, Boston 10, Mass., and William J. Lippman, 1824 R Street NW., Washington, D.C., 20009, attorneys for applicants.

No. MC-FC 66560. By order of February 4, 1964, the Transfer Board approved the transfer to Margaret Berwick, doing business as Creede Bus & Freight Line, Del Norte, Colo., of the operating rights claimed in No. MC 97716 (Sub-No. 1), under the "grandfather clause" of section 206(a)(7)(b), Interstate Commerce Act by A. J. Berwick, doing business as Creede Bus & Freight Line, Del Norte, Colo., and the substituting of transferee as applicant for a Certificate of Registration from this Commission, corresponding to the grant of intrastate authority to transferor issued by the Colorado Public Utilities Commission certificate in No. 2132. Elizabeth A. Conour, Del Norte, Colo., attorney for applicants.

No. MC-FC 66597. By order of February 4, 1964, the Transfer Board approved the transfer to J. N. Ziegler, Inc., Ardmore, Pa., of the Certificate in No. MC 61973, issued March 21, 1952, to John Nicholas Ziegler and M. L. Ziegler, a partnership, doing business as John Nicholas Ziegler, Ardmore, Pa., authorizing the transportation of: Building materials and road building materials, between points in Philadelphia, Montgomery, Delaware, Chester, and Bucks Counties, Pa., those in Cecil County, Md., those in New Castle County, Del., and those in New Jersey within 40 miles of Philadelphia; and top soil, from points in Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties, Pa., to Atlantic City, N.J. Morris J. Winokur, 1920 Two Penn Center Plaza, Philadelphia, Pa., attorney for applicants.

No. MC-FC 66618. By order of February 4, 1964, the Transfer Board approved the transfer of the Certificate of Registration No. MC 56732 (Sub-No. 1), dated January 10, 1964, issued in the name of Alfred E. Briggs and Louis H.

Guerrieri, a partnership, doing business as Briggs Motor Express, Framingham, Mass., to Briggs Motor Express, Inc., Framingham, Mass., covering the transportation of the commodities named therein between specified points in Massachusetts. George C. O'Brien, attorney at law, 33 Broad Street, Boston 9, Mass.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1382; Filed, Feb. 11, 1964;
8:48 a.m.]

[No. MC-C-4367]

PETITION FOR DETERMINATION OF JURISDICTION OVER MOTOR CARRIER OPERATIONS AND INTERPRETATION

FEBRUARY 7, 1964.

Petition for determination of the Commission's jurisdiction over motor carrier operations, and interpretation under commercial zone and terminal areas Ex Parte MC-37.

Petitioners: Vel-Mar Freight Lines, Inc., Post Office Box 42, Hidalgo, Tex.; G. Arrendondo Transfer Company, Inc., 1220 Santa Rita Avenue, Laredo, Tex.; Isauro Gutierrez, 2019 Lincoln Street, Laredo, Tex.; F. A. Quesada, 902 Santa Maria Avenue, Laredo, Tex.; Joe C. Trevino, 420 Market Street, Laredo, Tex.; Petitioners' attorneys: Rogers Kelley, Post Office Box 390, Edinburg, Tex. and Carlos Castillon, Laredo, Tex. Petitioners, other than Vel-Mar Freight Lines, Inc., are authorized to operate generally as motor carriers of property between Laredo, Tex., and points on the boundary between the United States and Mexico, at or near Laredo, Tex. Vel-Mar Freight Lines, Inc., is authorized to operate generally as a motor common carrier of property between McAllen, Tex., and the boundary between the United States and Mexico, at or near Hidalgo, Tex., a distance of approximately fifteen (15) miles. Hidalgo, Tex., is located approximately one hundred forty-five (145) miles southeast of Laredo, Tex. By the instant petition, petitioners request that the Commission enter into an investigation as to the Commission's jurisdiction over motor carrier operations (a) between Laredo, Tex., and points on the boundary between the United States and Mexico, at or near Laredo, and (b) between McAllen, Tex., and points on the boundary between the United States and Mexico, at or near Hidalgo, Tex., and after making such an investigation find, that the motor carrier operations of petitioners, and of other for-hire motor carriers operating between the said points, are subject to all of the provisions of Part II of the Interstate Commerce Act, and that such operations are subject to regulation by, and to the jurisdiction of the Interstate Commerce Commission, particularly with respect to sections 206, 215, and 217 of such Act.

Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a part to this proceeding by filing

representations supporting or opposing the relief sought by petitioner.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1377; Filed, Feb. 11, 1964;
8:47 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

FEBRUARY 7, 1964.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket Nos. MC-16, MC-1628 and MC-3279, filed January 21, 1964. Applicant: LEWISBURG TRANSFER COMPANY, INC., Post Office Box 21, Lewisburg, Tenn. Applicant's attorney: Walter Harwood, Nashville Bank and Trust Building, Nashville 3, Tenn. Certificate of public convenience and necessity sought to operate a freight service as follows: Between junction Tennessee Highways 11 and 16, at or near Triune, Tenn., and Nashville, Tenn., via Tennessee Highway 11, as an alternate route, for operating convenience only, in connection with applicant's authorized intrastate operations, between Tullahoma and Nashville, Tenn.

HEARING: February 27, 1964, at 9:30 a.m., in the Commission's Court Room, C-1 Cordell Hull Building, Nashville, Tenn.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Tennessee Public Service Commission, Cordell Hull Building, Nashville, Tenn., 37219, and should not be directed to the Interstate Commerce Commission.

State Docket No. MC-2706 Sub 1, filed January 23, 1964. Applicant: WILLIAM HAYES LINES, INC., Hartman Drive, Lebanon, Tenn. Applicant's attorney: Walter Harwood, 515 Nashville Bank and Trust Building, Nashville, Tenn. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities* (except household goods,

explosives and commodities requiring special equipment), from Nashville, Tenn., over Tennessee Highway 100 to Henderson, Tenn., and over Tennessee Highway 20 from Parsons, Tenn., to Lexington, Tenn., thence over Tennessee Highways 22, 22-A and 104 to their junctions with Tennessee Highway 100, and return over said routes, serving all intermediate points on said routes west of the Tennessee River.

HEARING: March 3, 1964, at 9:30 a.m., in the Commission's Court Room, C-1 Cordell Hull Building, Nashville, Tenn.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Tennessee Public Service Commission, Cordell Hull Building, Nashville, Tenn., 37219, and should not be directed to the Interstate Commerce Commission.

State Docket No. MC-4616, filed January 23, 1964. Applicant: JOHN M. CHAPMAN, doing business as NATCHEZ MOTOR EXPRESS, 508 Leeanne Drive, Nashville, Tenn. Applicant's attorney: Walter Harwood, 515 Nashville Bank and Trust Building, Nashville, Tenn. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities* (except explosives, household goods and commodities requiring special equipment), from Nashville, Tenn., over Tennessee Highway 100 to junction Tennessee Highway 15, thence over Tennessee Highway 15 through Whiteville, Tenn., to Somerville, Tenn., thence over Tennessee Highway 76 to junction Tennessee Highway 57, thence over Tennessee Highway 57 to Collierville, Tenn., also over Tennessee Highway 57 to junction Tennessee Highway 125, thence over Tennessee Highway 125 to Bolivar, Tenn.; also from junction Tennessee Highways 18 and 18A with Tennessee Highway 57 over Tennessee Highways 18 and 18A to junction Tennessee Highway 100; also, from Bolivar, Tenn., over Tennessee Highway 15 to junction Tennessee Highway 100; also, from junction Tennessee Highway 138 and Tennessee Highway 18 over Tennessee Highway 138 to junction Tennessee Highway 100, and return, serving all intermediate points west of Henderson, Tenn.

HEARING: March 10, 1964, at 9:30 a.m., in the Commission's Court Room, C-1 Cordell Hull Building, Nashville, Tenn.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Tennessee Public Service Commission, Cordell Hull Building, Nashville, Tenn., 37219, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-1381; Filed, Feb. 11, 1964;
8:48 a.m.]

[Notice 599]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

FEBRUARY 7, 1964.

The following applications are governed by § 1.247¹ of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d)(4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 703 (Sub-No. 13), filed January 29, 1964. Applicant: HINCHCLIFF MOTOR SERVICE, INC., 3400 South Pulaski Road, Chicago, Ill. Applicant's attorney: Howell Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, sand, stone, coal, and household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the new plant site and warehouse of General Electric Company, Lamp Division, located at Ravenna, Ohio, as an off-route point in connection with applicant's authorized regular-route operations between Chicago, Ill. and Cleveland, Ohio.

No. MC 1827 (Sub-No. 43), filed January 30, 1964. Applicant: K. W. MCKEE INCORPORATED, 2811 Highway 55, St. Paul, Minn., 55118. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul 14, Minn. Author-

¹ Copies of § 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

ity sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks and tractors, and parts and attachments therefor* when moving in the same vehicle therewith, in secondary movements, in truckaway service, from Fargo, N. Dak., to points in North Dakota, South Dakota, and Wyoming, and *damaged, defective, and returned automobiles, trucks, and tractors* on return.

NOTE: Applicant states that the proposed operation is to be limited to a transportation service to be performed under a continuing contract or contracts with Ford Motor Company, of Dearborn, Mich. It is further noted that common control may be involved.

No. MC 7073 (Sub-No. 4), filed January 24, 1964. Applicant: EUGENE E. BOOS, doing business as BOOS APPLIANCE AND HARDWARE CO., Highland, Kans. Applicant's attorney: Carl V. Kretsinger, Suite 510 Professional Building, Kansas City 6, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Everest, Kans., and points within 5 miles thereof, to points in Missouri, Iowa, Illinois, Nebraska, Colorado, Arkansas, Tennessee, North Carolina, and Mississippi, and *damaged and rejected shipments* on return.

No. MC 10761 (Sub-No. 151), filed January 23, 1964. Applicant: TRANS-AMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit 9, Mich. Applicant's attorney: Howell Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and dairy products* as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, (1) from the plant site of Swift & Co., at or near Grand Island, Nebr., to points in Maine, New Hampshire, and Vermont, with no tacking privileges, (2) from the plant site of Swift & Co., at or near Grand Island, Nebr. to Omaha, Nebr., and (3) over a regular route: serving the plant site of Swift & Co., at or near Grand Island, Nebr., as an off-route point in connection with applicant's regular-route operations in MC 10761 and subs thereto in the States of Arkansas, Colorado, Connecticut, Delaware, the District of Columbia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Texas, Virginia, West Virginia, and Wisconsin, and *returned and rejected shipments*, on return.

No. MC 10672 (Sub-No. 7), filed January 31, 1964. Applicant: BAHR GRAIN COMPANY, a corporation, Barneston, Nebr. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed ingredients* in bag and in bulk from Montpelier, Iowa and points within 5 miles

thereof, to points in Kansas and Nebraska and *damaged and rejected shipments* on return.

No. MC 11207 (Sub-No. 220), filed January 27, 1964. Applicant: DEATON TRUCK LINE, INC., 3409 10th Avenue North, Birmingham, Ala. Applicant's attorney: A. Alvis Layne, Pennsylvania Building, Washington, D.C., 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, veneer and plywood, native wood, and boards*, building, wall and insulation, from Flora and Laurel, Miss., and Stockton, Ala., to Jefferson City, Greeneville, and Johnson City, Tenn., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

No. MC 11207 (Sub-No. 221), filed January 31, 1964. Applicant: DEATON TRUCK LINE, INC., 3409 Tenth Avenue North, Birmingham, Ala. Applicant's attorney: D. H. Markstein, Jr., 818-821 Massey Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt and salt products*, from Chalmette, La., to points in Alabama, Arkansas, Florida, Georgia, and Mississippi.

No. MC 19778 (Sub-No. 61), filed January 28, 1964. Applicant: THE MILWAUKEE MOTOR TRANSPORTATION COMPANY, a corporation, 516 West Jackson Boulevard, Chicago, Ill., 60606. Applicant's attorney: Robert F. Munsell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Electrical transmission line towers and commodities* used, or useful, in the erection, construction and maintenance of a power transmission line, (1) between Sioux Falls, S. Dak., and Sioux City, Iowa, on the one hand, and, on the other, points in Lyon, Plymouth, Sioux, and Woodbury Counties, Iowa, and (2) between Sioux City, Iowa, on the one hand, and, on the other, points in Minnehaha County, S. Dak.

NOTE: Common control may be involved.

No. MC 19778 (Sub-No. 62), filed January 30, 1964. Applicant: THE MILWAUKEE MOTOR TRANSPORTATION COMPANY, a corporation, 516 West Jackson Boulevard, Chicago, Ill., 60606. Applicant's attorney: Robert F. Munsell, Room 888, 516 West Jackson Boulevard, Chicago, Ill., 60606. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime and limestone products, calcium carbonate, and mineral filler* in bulk and in bags between points on the rail lines of the Chicago, Milwaukee, St. Paul and Pacific Railroad Co. in South Dakota on the one hand, and, on the other, points in South Dakota.

NOTE: Applicant states it is a wholly owned subsidiary of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

No. MC 21684 (Sub-No. 19), filed December 23, 1963. Applicant: CHARLES E. DANBURY, INC., Williamsburg, Ohio. Applicant's attorney: Jack B. Josselson, Atlas Bank Building, Cincinnati 2, Ohio. Authority sought to operate as a *contract*

carrier, by motor vehicle, over irregular routes, transporting: *Trailers*, other than those designed to be drawn by passenger automobiles, *trailer chassis, and accessories and equipment therefor*, in or attached to the transported trailers, in initial movements, in truckaway service, from the plant site of Pullman, Incorporated (Trailmobile Division), located in Montgomery County, Pa., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin, and *used, damaged and rejected shipments of the above described commodities*, on return.

NOTE: Applicant states the proposed operations will be under a continuing contract, or contracts with Pullman, Incorporated (Trailmobile Division).

No. MC 30605 (Sub-No. 135), filed January 29, 1964. Applicant: THE SANTA FE TRAIL TRANSPORTATION COMPANY, a corporation, 433 East Waterman Street, Wichita, Kans. Applicant's attorney: F. J. Steinbrecher, 80 East Jackson Boulevard, Chicago 4, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Shattuck, Okla., and the junction of U.S. Highways 283 and 60, six miles west of Arnett, Okla., over U.S. Highway 283, serving no intermediate points.

NOTE: Applicant states that service is to be subject to the following restrictions: The service performed by carrier shall be limited solely to that which is auxiliary to, or supplemental of, train service of The Atchison, Topeka and Santa Fe Railway Company. The carrier shall not render service to or from, or interchange traffic at, any point not a station on said railroad. No shipments shall be transported by carrier between Wichita, Kans., and Lubbock, Tex., or through or to, or from, more than one of said points. All contractual arrangements between carrier and said railroad shall be reported to the Commission and shall be subject to revision, if and as the Commission finds it to be necessary in order that such arrangements shall be fair and equitable to the parties. Such further specific conditions may be imposed as the Commission, in the future, may find necessary in order to insure that carrier's service shall be auxiliary to, or supplemental of, train service of the said railroad. It is further noted that the purpose of this application is to change to regular route authority the applicant's presently held authority ("alternate route for operating convenience only").

No. MC 30844 (Sub-No. 138), filed January 22, 1964. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, dairy*

products, and articles distributed by meatpacking houses, as described in the Appendix to the report in *Descriptions of Motor Carrier Certificates — Packing house Products*, 61 M.C.C. 209 and 766, from Grand Island, Nebr., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and the District of Columbia.

No. MC 35541 (Sub-No. 13), filed January 30, 1964. Applicant: MORTON SCHNEIDER, doing business as MORTON TRANSFER, Fourth and Maury Streets, Richmond, Va. Applicant's attorney: Henry E. Ketner, State-Planters Bank Building, Richmond 19, Va. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, and livestock), in vehicles equipped with mechanical refrigeration, on less-than-truckload traffic, (1) from Newport News, Va., to Norfolk, Va., and (2) from Newport News, Va., Norfolk, Va., and Richmond, Va., to points in North Carolina located on and east of U.S. Highway 1, and empty containers or other such incidental facilities (not specified) used in transporting the above described commodities, on return in (1) and (2) above.

Note: Applicant states that no duplicating authority is sought. It is further noted that the proposed operations will be restricted to shipments of 5,000 pounds or less, from one consignor to one consignee.

No. MC 35628 (Sub-No. 255), filed January 19, 1964. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville Southwest, Grand Rapids, Mich. Applicant's attorney: Leonard D. Verdier, Jr., Michigan Trust Building, Grand Rapids 2, Mich. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Sealdtanks containing liquid plastics*, from North Tonawanda, N.Y., to Providence, R.I., and Middleton and Milwaukee, Wis.

No. MC 38435 (Sub-No. 3), filed January 20, 1964. Applicant: INTER-URBAN AUTO FREIGHT COMPANY, INC., 523 Puyallup Avenue, Tacoma 2, Wash. Applicant's representative: Joseph O. Earp, 411 Lyon Building, 607 Third Avenue, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, and those injurious or contaminating to other lading), (1) between Tacoma and Longmire, Wash., over Washington Highway 5 via La Grande and Elbe, Wash., (2) between Elbe and Mossyrock, Wash., over Washington Highway 5 via Morton and Riffe, Wash., (3) between Mossyrock and Kosmos, Wash., over Washington Highway 5 via Riffe, and (4) between Elbe and Ohanapeocosh, Wash., over Washington Highway 5 via Morton, Riffe and Kosmos, Wash., serving all intermediate points.

No. MC 50069 (Sub-No. 285), filed January 24, 1964. Applicant: REFINERS TRANSPORT AND TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago 4, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dry manufactured fertilizer, ammonium nitrate fertilizer and potash*, in bulk, from Reynolds, Ind., and points within two (2) miles thereof, to points in Illinois, Michigan, and Ohio.

No. MC 50069 (Sub-No. 286), filed January 24, 1964. Applicant: REFINERS TRANSPORT AND TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago 4, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from points in Wayne County, Mich., to points in Indiana and Ohio.

No. MC 50069 (Sub-No. 287), filed January 24, 1964. Applicant: REFINERS TRANSPORT AND TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago 4, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank and hopper vehicles, from Waukegan, Ill., and points within five miles thereof to points in Indiana, Ohio, Michigan, New York, Louisiana, Georgia, Delaware, North Carolina, and South Carolina.

No. MC 59211 (Sub-No. 1), filed January 27, 1964. Applicant: GREAT GEE DISTRIBUTORS, INC., Constable Hook Road, Bayonne, N.J. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *New furniture* from Bayonne, N.J., to points in Connecticut on and west of U.S. Highway 5 and returned and rejected shipments on return.

No. MC 61592 (Sub-No. 18), filed January 29, 1964. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa. Applicant's attorney: Val M. Higgins, 1,000 First National Bank Building, Minneapolis, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Farm equipment, agricultural machinery and agricultural implements*, from Bradford, Ill., to points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, Wisconsin, and Wyoming, and damaged, returned and rejected shipments of the commodities specified above to be transported on return.

No. MC 61979 (Sub-No. 9), filed January 26, 1964. Applicant: Y. & T. TRUCKING, INC., 48 Pollock Avenue, Jersey City, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Such commodities, as are manufactured, processed, sold or dealt in by dealers, distributors or manufacturers*

of chemicals and related items, and materials, supplies, and equipment used by such persons, between the plant site of the Philadelphia Quartz Company located at or near Rahway, N.J., on the one hand, and, on the other, points in Fairfield, and New Haven Counties, Conn., points in Dutchess, Putnam, Westchester, Orange, Rockland, Ulster, Nassau, and Suffolk Counties, N.Y., and New York, N.Y., and return shipments, of the commodities specified above, on return.

Note: Applicant states the proposed service will be under contract with Philadelphia Quartz Company, and no duplicating authority sought.

No. MC 66531 (Sub-No. 2), filed January 27, 1964. Applicant: INTERSTATE GROCERY DISTRIBUTION SYSTEM, INC., 44 Barrow Street, New York, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Such commodities* as are handled, sold or dealt in by grocery stores, and paper and paper articles from New York, N.Y., to points in Bergen, Monmouth, Passaic, Essex, Hudson, Union, Middlesex, and Morris Counties, N.J.

No. MC 68980 (Sub-No. 4), filed January 30, 1964. Applicant: CHECKER EXPRESS CO., a corporation, 960 West Montana Street, Milwaukee 15, Wis. Applicant's attorney: Eugene L. Cohn, 1 North La Salle Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the plant site of The Godfrey Company at Waukesha, Wis., as an off-route point in connection with applicant's regular route operations between Milwaukee, Wis., and Chicago, Ill.

No. MC 95540 (Sub-No. 568) (AMENDMENT), filed January 27, 1964, published February 6, 1964 issue of FEDERAL REGISTER, and republished, as amended, this issue. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Clay*, in containers, from points in Henry and Weakley Counties, Tenn., and points in Tippah and Attala Counties, Miss., to points in Alabama, Arkansas, Colorado, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Louisiana, Maryland, Massachusetts, Minnesota, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

Note: Common control may be involved. The purpose of this republication is to show that the application was amended by adding Attala County, Miss., as part of the origin territory.

No. MC 97631 (Sub-No. 3), filed January 30, 1964. Applicant: ROBINA

EWING, doing business as EWING'S TRANSFER, 12th and Hyatt Streets, Chester, Pa. Applicant's attorney: Ralph C. Busser, Jr., 1710 Locust Street, Philadelphia 3, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in Delaware County, Pa., and points in Philadelphia County, Pa.

No. MC 98749 (Sub-No. 18), filed January 27, 1964. Applicant: DURWARD L. BELL, doing business as BELL TRANSPORT COMPANY, Ryder at Eastman Road, Longview, Tex. Applicant's attorney: Joe T. Lanham, Suite 1009 Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank and hopper vehicles, between Longview, Tex., on the one hand, and, on the other, points in Arkansas, Kansas, and Oklahoma.

No. MC 103051 (Sub-No. 166), filed January 28, 1964. Applicant: FLEET TRANSPORT COMPANY, INC., 340 Armour Drive NE., Atlanta, Ga., 30324. Applicant's attorney: R. J. Reynolds, Jr., Suite 403-11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solutions*, in bulk, in tank vehicles, from the plant site of Allied Chemical Corporation, located in Screven County, Ga., to points in South Carolina.

No. MC 103926 (Sub-No. 11), filed January 30, 1964. Applicant: W. T. MAYFIELD SONS TRUCKING CO., a corporation, 3881 Bankhead Highway NW., Atlanta, Ga., 30318. Applicant's attorney: R. J. Reynolds, Jr., 403-11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which because of size or weight requires the use of special equipment, between points in Georgia and Alabama.

No. MC 104149 (Sub-No. 172), filed January 24, 1964. Applicant: OSBORNE TRUCK LINE, INC., 520 North 31st Street, Birmingham, Ala. Applicant's attorney: Maurice F. Bishop, 325-29 Frank Nelson Building, Birmingham 3, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, iron and steel articles (including but not limited to valves, fire hydrants and parts and accessories thereof), pipe and pipe fittings*, from Birmingham, Gadsden, Alabama City, Montgomery, Decatur, Tuscaloosa, Mobile, and Huntsville, Ala., and points within ten (10) miles of each thereof, to points in Louisiana west of the Mississippi River, points in Oklahoma, and points in Arkansas west of a line beginning at the Arkansas-Louisiana State line, and extending along U.S. Highway 65 to Little Rock, Ark., and thence along U.S. Highway 67, to the Arkansas-Missouri State line, and points

in Arkansas east of the aforesaid line in Crittenden, St. Francis, Lee, Phillips, and Desha Counties, and only *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, on return.

No. MC 107515 (Sub-No. 468), filed January 28, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga., 30310. Applicant's attorney: Paul M. Daniell, Suite 214-217 Standard Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Biscuits*, in vehicles equipped with mechanical refrigeration, from Greensboro, N.C., to points in Texas and Arkansas.

NOTE: Common control may be involved.

No. MC 109478 (Sub-No. 74), filed January 31, 1964. Applicant: WORSTER MOTOR LINES, INC., East Main Road, R.D. No. 1, North East, Pa. Applicant's attorney: William W. Knox, 23 West Tenth Street, Erie, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grape juice*, in bulk, in tank trucks, from Fredonia, N.J., to Birmingham, Ala.

NOTE: Common control may be involved.

No. MC 110193 (Sub-No. 59), filed January 29, 1964. Applicant: SAFEWAY TRUCK LINES, INC., 4625 West 55th Street, Chicago, Ill. Applicant's representative: Walter J. Kobos (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products and articles distributed by meatpacking houses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 from the plant site of Swift and Company at or near Grand Island, Nebr., to points in Connecticut, Delaware, Indiana, Maryland, Massachusetts, Maine, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, New Hampshire, Vermont, Virginia, West Virginia, and the District of Columbia.

No. MC 110393 (Sub-No. 15), filed January 24, 1964. Applicant: FRIGID FOOD EXPRESS, INCORPORATED, 4205 Camp Ground Road, Louisville, Ky. Applicant's attorney: Rudy Yessin, Sixth Floor, McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Floor coverings*, from Trenton, N.J., to points in Kentucky and Tennessee and Evansville, Ind. (2) *plumbing fixtures*, from Camden, N.J., to points in Kentucky and Tennessee, and Evansville, Ind., and (3) *empty containers or other incidental facilities* (not specified) used in transporting the above described commodities in (1) and (2), on return.

No. MC 110698 (Sub-No. 266), filed January 27, 1964. Applicant: RYDER TANK LINE, INC., Post Office Box 8418, Greensboro, N.C. Applicant's attorney: Francis W. McInerny, 1000 16th Street NW., Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes,

transporting: *Chemicals*, in bulk, from Memphis, Tenn., to points in Alabama, Arkansas, Georgia, Kentucky, Louisiana, North Carolina, South Carolina, Texas, Virginia, and West Virginia.

NOTE: Common control may be involved.

No. MC 110698 (Sub-No. 267), filed January 30, 1964. Applicant: RYDER TANK LINE, INC., Post Office Box 8418, Winston-Salem Road, Greensboro, N.C. Applicant's attorney: Francis W. McInerny, 1000 16th Street NW., Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Latex*, in bulk, in tank vehicles, from Savannah, Ga., to points in Illinois, Minnesota, Ohio, Texas, and Wisconsin.

NOTE: Common control may be involved.

No. MC 111687 (Sub-No. 14), filed January 27, 1964. Applicant: BENJAMIN H. RUEGSEGGER, Route No. 1, Kawkawlin, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, (1) from Sheboygan, Wis., to Saginaw, Mich., and (2) from LaCrosse, Wis., to Saginaw and Bay City, Mich., and *empty used malt beverage containers*, on return.

No. MC 111862 (Sub-No. 10), filed January 29, 1964. Applicant: HENNES TRUCK CO., a corporation, 320 South 19th Street, Milwaukee 3, Wis. Applicant's attorney: Jack B. Josselson, Atlas Bank Building, Cincinnati, Ohio, 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement* (portland and mortar) in bulk, in packages and in bags, from the plant site of Louisville Cement Company in Cincinnati, Ohio, to points in Indiana, Kentucky, and Ohio.

NOTE: Common control may be involved.

No. MC 113362 (Sub-No. 35), filed January 29, 1964. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 East Broadway, Eagle Grove, Iowa. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products, and commodities* used by packinghouses, as described in Appendix I, Ex Parte MC-45, from the plant site of Geo. A. Hormel & Co., located at Austin, Minn., to points in Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, West Virginia, and those in Pennsylvania on and east of U.S. Highway 15.

NOTE: Applicant states the proposed service will be restricted to traffic originating at said plant site.

No. MC 113666 (Sub-No. 16), filed January 22, 1964. Applicant: FREEPORT TRANSPORT, INC., 1200 Butler Road, Freeport, Pa. Applicant's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory products and refrac-*

tory materials from Detroit, Mich., to points in Illinois, Indiana, Ohio, Pennsylvania, and New York and materials used in the production of refractory products and refractory materials on return, and (2) materials used in the production of refractory products and refractory materials from points in Ohio to Tarentum, Pa.

No. MC 114194 (Sub-No. 67), filed January 27, 1964. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Animal and vegetable fats and oil products*, from Cincinnati, Ohio, to St. Louis, Mo.

No. MC 114408 (Sub-No. 3), filed January 29, 1964. Applicant: W. E. BEST, INC., Box 445, Pioneer, Ohio. Applicant's attorney: Paul F. Beery, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Sand, stone, limestone, lime, gravel, dirt and bituminous concrete*, in bulk, in dump vehicles, from points in Paulding County, Ohio, to points in Steuben, De Kalb, Lagrange, and Noble Counties, Ind.

NOTE: Applicant states that the proposed operations will be performed under a continuing contract or contracts with the France Stone Company, Toledo, Ohio.

No. MC 115181 (Sub-No. 6), filed January 27, 1964. Applicant: HAROLD M. FELTY, INC., R.D. No. 1, Pine Grove, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients* (except liquid fertilizer in bulk in tank vehicles), from Hagerstown, Md., to Milton (Northumberland County), Pa., and empty containers or other such incidental facilities (not specified) used in transporting the above described commodities, and damaged and rejected shipments thereof, on return.

No. MC 115331 (Sub-No. 67), filed January 30, 1964. Applicant: TRUCK TRANSPORT, INC., 707 Market Street, St. Louis, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer*, in bulk, from Nebraska City, Nebr., to points in Iowa, Kansas, and Missouri.

No. MC 115594 (Sub-No. 8), filed January 23, 1964. Applicant: HOLLOWAY MOTOR EXPRESS, INC., Post Office Box 2337, E. Gadsden, Ala. Applicant's attorney: R. J. Reynolds, Jr., Suite 403 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed, and ingredients thereof*, from Verona, Mo., to Knoxville, Tenn., and damaged and rejected shipments on return.

No. MC 116544 (Sub-No. 50), filed January 29, 1964. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 East Fairview Avenue, Carthage, Mo. Applicant's attorneys: Harry Ross, Warner Building, Washington 4, D.C., and Robert R. Hendon, 4000 Tunlaw Road

NW., Washington 7, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dairy cream and milk solids; dessert materials, beverage preparations and confectioneries; flour and pancake mixes, cake mixes, dry; dairy products; dietary products, liquid; milk and cream substitutes; and cream and milk, liquid, in hermetically sealed containers*, from points in Minnesota and Wisconsin to points in Mississippi, Louisiana, Texas, Oklahoma, Arkansas, Tennessee, Missouri, Nebraska, Iowa, and Kansas.

No. MC 117509 (Sub-No. 15), filed January 30, 1964. Applicant: BEN R. SCHILLI, doing business as SCHILLI TRANSPORTATION, 8944 Granbury Circle, St. Louis, Mo. Applicant's attorney: Thomas F. Kilroy, 1815 H Street NW., Washington, D.C. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Clay, clay products, and jointing materials, affixed and unaffixed to clay products*, from St. Louis, Mo., to points in Illinois, Indiana, Ohio, Michigan, Iowa, Arkansas, Louisiana, Mississippi, Alabama, Georgia, Florida, South Carolina, North Carolina, Kentucky, Tennessee, Oklahoma, Nebraska, and Minnesota, and *clay products and equipment, materials and supplies used or useful in the manufacturing, packaging, transporting, and distributing of clay products*, on return.

No. MC 117883 (Sub-No. 33), filed January 29, 1964. Applicant: SUBLER TRANSFER, INC., East Main Street, Versailles, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, Columbus, Ohio, 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Darien, Wis., to points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia.

No. MC 118142 (Sub-No. 16), filed January 30, 1964. Applicant: M. BRUENGER & CO., INC., 6330 North Broadway, Wichita, Kans. Applicant's attorney: James F. Miller, 7501 Mission Road (N13), Shawnee Mission, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, dairy products, and articles distributed by meat-packing houses*, as described by the Commission in 61 M.C.C. 209 and 766, from points in Sedgwick County, Kans., to points in Arizona and California.

No. MC 118159 (Sub-No. 14), filed January 27, 1964. Applicant: EVERETT LOWRANCE, 4916 Jefferson Highway (Post Office Box 10216), New Orleans 21, La. Applicant's attorney: Harold R. Ainsworth, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Stale bread*, from Nashville, Tenn., to New Orleans, La.

No. MC 118196 (Sub-No. 14), filed January 30, 1964. Applicant: RAYE & COMPANY TRANSPORTS, INC., Hiway 71 North, Carthage, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Dairy cream and milk solids, dessert materials, beverage preparations and confectioneries, flour and pancake mixes, cake mixes, dry; dairy products; dietary products, liquid; milk and cream substitutes; and cream and milk; liquid, in hermetically sealed containers*, from points in Minnesota and Wisconsin, to points in Mississippi, Louisiana, Texas, Oklahoma, Arkansas, Tennessee, Missouri, Nebraska, Iowa, and Kansas.

No. MC 119268 (Sub-No. 26), filed January 27, 1964. Applicant: OSBORN, INC., 228 North Fourth Street, Gadsden, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cotton, textiles and textile products, made of natural or synthetic fibres, metallic yarn, or mixtures thereof, metallic yarn, rugs, carpeting products and manufactured textile products*, from points in Alabama, Georgia and Tennessee to points in Idaho, Oregon, Utah, and Washington.

No. MC 119741 (Sub-No. 6), filed January 31, 1964. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods* from the plant site of Libby, McNeill & Libby located at or near Darien, Wis., to points in Illinois, Iowa, Nebraska, Kansas, and Missouri.

No. MC 119829 (Sub-No. 10), filed January 23, 1964. Applicant: F. J. EGNER & SON, INC., Post Office Box 216, West Richfield, Ohio. Applicant's attorney: John C. Bradley, Suite 618 Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, between points in Wayne County, Mich., on the one hand, and, on the other, points in Ohio and Indiana.

No. MC 123048 (Sub-No. 35), filed January 29, 1964. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Tractor and tractor attachments* (except truck tractors and except commodities requiring the use of special equipment or special handling), (1) from Detroit, Mich., to points in Wisconsin, on and south of U.S. Highway 10 and on and east of U.S. Highway 51, and (2) between the manufacturing or distribution locations of Massey-Ferguson, Inc., located at or near Detroit, Mich., on the one hand, and, on the other, ports of entry on the international boundary line between the United States and Canada, located on

the St. Clair and Detroit Rivers (foreign commerce only).

No. MC 123408 (Sub-No. 11), filed January 27, 1964. Applicant: FOOD HAULERS, INC., 600 York Street, Elizabeth, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise, as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, equipment, materials, and supplies, used in the conduct of such businesses, between Elizabeth, N.J., on the one hand, and, on the other, points in Columbia, Albany, Rensselaer, and Greene Counties, N.Y., points in New Haven, Middlesex, Fairfield, and Litchfield Counties, Conn., points in Pike, Wayne, Lackawanna, Luzerne, Monroe, Carbon, Schuylkill, Dauphin, Lebanon, Lancaster, and York Counties, Pa.*

NOTE: Applicant states the proposed service shall be under contract with Wakefern Food Corporation.

No. MC 124004 (Sub-No. 2) (AMENDMENT), filed January 3, 1964, published in FEDERAL REGISTER issue of January 29, 1964, amended January 31, 1964, and republished as amended this issue. Applicant: RICHARD DAHN, INC., West Mountain Road, Sparta, N.J. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sand and gravel, in dump vehicles, from Nassau, Orange, Rockland, Westchester, and Suffolk Counties, N.Y., to Sussex, Bergen, Passaic, Morris, Essex, Union, Somerset, and Hudson Counties, N.J., and (2) magnetite ore, in bulk, and in bags, from Mount Hope, N.J., to points in Pennsylvania, Virginia, West Virginia, and Kentucky.*

NOTE: The purpose of this republication is to add part (2) above.

No. MC 124078 (Sub-No. 99), filed January 27, 1964. Applicant: SCHWERMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed ingredients from Montpelier, Iowa, and points within 5 miles thereof to points in Iowa, Illinois, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin.*

NOTE: Common control may be involved. Applicant is also authorized to conduct operations as a *contract carrier* in Permit MC 118832; therefore dual operations may be involved.

No. MC 124154 (Sub-No. 2), filed January 30, 1964. Applicant: W. D. WINGATE, doing business as WINGATE TRUCKING COMPANY, Post Office Box 1372, Albany, Ga. Applicant's attorney: Ariel V. Conlin, Suite 626 Fulton National Bank Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Sugar, from points in Decatur County, Ga., to points in Jefferson, Leon, Wakulla, Gadsden, Liberty, Jackson, Calhoun, and Bay Counties, Fla. and Barbour, Dale, Henry, Houston, and Geneva Counties, Ala.*

No. MC 124170 (Sub-No. 7), filed January 28, 1964. Applicant: FROSTWAYS, INC., 2450 Scotten, Detroit, Mich. Applicant's attorney: Eugene C. Ewald Suite 1700, 1 Woodward Avenue, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen meats, from Coldwater, Mich., to Maspeth, Long Island, and New York, N.Y., Newark, N.J., Springfield and Westwood, Mass., Toledo and Solon, Ohio, Landover, Md., and Yeadon, Pa.*

No. MC 124236 (Sub-No. 14), filed January 31, 1964. Applicant: CHEMICAL EXPRESS, INC., 305 Simons Building, Dallas 1, Tex. Applicant's attorney: W. D. White, 2420 Republic National Bank Building, Dallas 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silicate of soda briquettes, in bulk, in dump type trailers, from Dallas, Tex., to Mobile, Ala., Brian, La., and Little Rock and Crossett, Ark.*

No. MC 124813 (Sub-No. 7), filed January 31, 1964. Applicant: UMHUN TRUCKING CO., a corporation, 910 South Jackson Street, Eagle Grove, Iowa. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed ingredients in bag and in bulk, from Montpelier, Iowa, and points within five (5) miles thereof, to points in Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin, and damaged or rejected shipments, on return.*

NOTE: Applicant is also authorized to conduct *contract carrier* operations in Permit No. MC 118468; therefore, dual operations may be involved.

No. MC 124908 (Sub-No. 3), filed January 31, 1964. Applicant: IRON & METAL TRUCKING SERVICE, INC., 23131 Gardner, Oak Park, Mich., 48237. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Alloy free short shovelling turnings, in bulk, in dump vehicles from Detroit, Mich., to Defiance, Ohio.*

NOTE: Applicant states the proposed operations will be under a continuing contract or contracts with David J. Joseph Company.

No. MC 125479 (Sub-No. 1), filed January 27, 1964. Applicant: JOSEPH A. KORNACKER, doing business as KORNACKER TRUCKING CO., 3050 West 10th Street, Waukegan, Ill. Applicant's attorney: Albert A. Andrin, 105 West Adams Street., Chicago 3, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages, from St. Louis, Mo., to Arlington Heights, Ill., and malt beverage containers and bottles, on return.*

No. MC 125708 (Sub-No. 2), filed January 27, 1964. Applicant: HUGH MAJOR, 150 Sinclair Street, South Roxana, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Grain and grain products, between points in Madison County, Ill., on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Georgia, Indiana, Louisiana, Mississippi, Missouri, and Ohio.*

NOTE: Applicant is also authorized to conduct operations as a *contract carrier* in Permit MC 116434 and Subs thereunder; therefore dual operation may be involved.

No. MC 125795 (Sub-No. 1), filed January 29, 1964. Applicant: CUMBERLAND TRANSPORT INC., 213 Randolph Avenue, Fayetteville, N.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Putt Putt golf course and archery materials and supplies used in the manufacture thereof, and empty containers or other such incidental facilities (not specified), between Fayetteville, N.C., on the one hand, and on the other, points in the United States (except Hawaii and Alaska).*

No. MC 125808, filed January 30, 1964. Applicant: AAACON DRIVERS EXCHANGE, INC., 147 West 42d Street, New York, N.Y., 10036. Applicant's attorney: Alvin Altman, 1776 Broadway, New York 19, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passenger automobiles in driveway service, (1) from points in Connecticut, New Jersey and New York, to points in the United States (except Alaska and Hawaii), (2) from points in Arizona, California and Nevada, to points in the United States (except Alaska and Hawaii), and (3) from points in Florida, to points in Connecticut, New Jersey, and New York.*

NOTE: A Motion to Dismiss accompanied this application.

No. MC 125918 (CORRECTION), filed January 2, 1964, published in FEDERAL REGISTER issue January 29, 1964, and republished as corrected this issue. Applicant: JOHN A. DI MEGLIO, Whitehorse Pike, Ancora, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Brick, tile, clay, cinder and cement products, other than in bulk, on flat bed trailers, (1) from Winslow, N.J., to points in Chester, Montgomery, Bucks, Delaware, Lancaster, Berks, and Lehigh Counties, Pa., and points in Delaware; (2) from Columbus and Alliance, Ohio, Washington, D.C., and Charleston and Martinsburg, W. Va., to points in Chester, Montgomery, Bucks, Delaware, Lancaster, Berks, and Lehigh Counties, Pa., and Mercer, Middlesex, Monmouth, Ocean, Burlington, Camden, Gloucester, Salem, Atlantic, Cumberland, and Cape May Counties, N.J., and points in Delaware; and, (3) from Pittsburgh, Harrisburg, Reading, York, and Ephrata, Pa., to points in Delaware, and Mercer, Middlesex, Monmouth, Ocean, Burlington, Camden, Gloucester, Salem, Atlantic,*

Cumberland, and Cape May Counties, N.J.

NOTE: Applicant states that the proposed service is to be performed under a continuing contract with Diener Brick Co., Collingswood, N.J. The purpose of this republication is to change the authority sought to contract carrier in lieu of common carrier as previously shown.

No. MC 125940, filed January 17, 1964. Applicant: M. L. HOLLOWAY, doing business as HOLLOWAY SUPPLY, Wedowee Street, Bowdon, Ga. Applicant's attorney: R. J. Reynolds, Jr., 403 11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed*, in bulk, from points in Gordon County, Ga., to points in Alabama within a radius of twenty-five (25) miles of Bowdon, Ga.

No. MC 125943, filed January 15, 1964. Applicant: ALLSTATE AUTO SHIPPERS, INC., 1132 15th Street, Miami Beach, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles under their own power*, between Miami, Fla., on the one hand, and, on the other, New York City, N.Y., Newark, N.J., Philadelphia, Pa., and Washington, D.C.

No. MC 125948, filed January 20, 1964. Applicant: ZANE RINEHULS, R.F.D. 1, Keating Summit, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Potter County, Pa., west of Pennsylvania Highway 44, in Cameron and Elk Counties, Pa., east of U.S. Highway 219, and McKean County, Pa., to points in New York, and *rejected shipments* on return.

No. MC 125956, filed January 24, 1964. Applicant: JOHNSON BROTHERS TRUCKING COMPANY, a corporation, 516 Valley Drive SE., Vienna, Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building material, sand and gravel*, between Herndon, Va., and points in Maryland, Virginia, and Washington, D.C.

No. MC 125957, filed January 27, 1964. Applicant: BALL MOVING & STORAGE, LTD., West Third Street, Box 801, Oliver, British Columbia, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, in seasonal operations between October 20 and May 1 inclusive of each year, transporting: *Canned apple juice*, from the port of entry on the International Boundary line between the United States and Canada at or near Oroville, Wash., to Oroville, Wash.

NOTE: Applicant states that the distance between the port of entry and Oroville, Wash. is approximately four (4) miles on U.S. Highway 97.

No. MC 125958, filed January 27, 1964. Applicant: COASTWAYS TRANSPORTATION, INC., 37 Preston Court, Brooklyn, N.Y. Applicant's attorney: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Automotive*

chemicals, lighter fluid, and seat covers, from Brooklyn, N.Y., to points in Ohio, Wisconsin, Illinois, Indiana, Michigan, Kentucky, New York, Pennsylvania, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, Maine, Virginia, Maryland, Delaware, and the District of Columbia.

NOTE: Applicant states the proposed operations will be under a continuing contract or contracts with Banner Manufacturing Co., Inc.

No. MC 125959, filed January 27, 1964. Applicant: FABAR TERMINAL & TRANSPORTATION CO., INC., 204 Monroe Street, Brooklyn, N.Y. Applicant's attorney: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paint*, other than in bulk in tank vehicles, from the plant site of the Sapolin Paint, Inc., located at Brooklyn, N.Y., to Linden, N.J.

NOTE: Applicant states the proposed operations will be under a continuing contract or contracts with Sapolin Paint, Inc., Brooklyn, N.Y.

No. MC 125960, filed January 27, 1964. Applicant: ROLAND A. MONDLOCH, doing business as MONDLOCH TRANSFER, 440 North First Street, New Richmond, Wis. Applicant's attorney: Joseph W. Hughes, New Richmond, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods and business equipment* for persons changing their residences or places of business, between points in St. Croix and Polk Counties, Wis., and points in Washington, Dakota, Ramsey, Anoka, and Hennepin Counties, Minn.

No. MC 125961, filed January 27, 1964. Applicant: MAC'S FUEL, INC., Route 2, Box 270, Vancouver, Wash. Applicant's attorney: John M. Hickson, Falling Building, Portland, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sawdust, wood shavings and hog fuel* from points in Columbia, Multnomah, and Clackamas Counties, Ore., to points in Cowlitz and Clark Counties, Wash., and *rejected shipments* on return.

No. MC 125962, filed January 27, 1964. Applicant: DAN W. READY, JR. AND JOHNNY C. READY, doing business as D. W. READY & SONS, a partnership, Post Office Box 547, Monticello, Miss. Applicant's attorney: Rubel L. Phillips, Deposit Guaranty Bank Building, Jackson, Miss. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pressure treated wood products*, from the plant site of Mississippi Wood Preserving Company, located one half mile north of Brookhaven, Miss., to points in Alabama, Arkansas, Illinois, Indiana, Kentucky, Louisiana, Missouri, Ohio, and Tennessee.

NOTE: Applicant states that the above transportation will be performed under a continuing contract with Mississippi Wood Preserving Company, a Mississippi corporation, Brookhaven, Miss.

No. MC 125964, filed January 29, 1964. Applicant: IVAN K. SILVERTHORN, 39 West Main Street, Leola, Pa. Applicant's attorney: Robert B. Einhorn, 1540-47 Philadelphia Saving Fund Building, 12 South 12th Street, Philadelphia, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Packing-house products*, from Omaha, Nebr., to Atlantic City, N.J.

NOTE: A Motion to Dismiss this application was filed at the same time.

No. MC 125965, filed January 29, 1964. Applicant: MAURICE A. MORGE, doing business as MORGE TRUCKING, 2740 Dexter Street, Terre Haute, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Clay products*, from points in Parke County, Ind., to points in Illinois, Iowa, Wisconsin, Missouri, Michigan, Ohio, and Kentucky and *refused, rejected and damaged shipments and empty pallets and dunnage* on return.

No. MC 125966, filed January 29, 1964. Applicant: DRAZIC TRUCK SERVICE, INC., 498 State Route 7, Steubenville, Ohio. Applicant's attorney: Paul F. Beery, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Industrial rolls, or rollers*, loose or in open cradles, between Three Rivers, Mich., on the one hand, and, on the other, Canton, Louisville, Steubenville, Toronto, Warren, Yorkville, and Youngstown, Ohio, Aliquippa, Allenport, Ambridge, Beaver Falls, Brackenridge, Butler, Clairton, Connellsville, Dravosburg, Duquesne, Greensburg, Homestead, Jeannette, Leechburg, Midland, Monessen, New Castle, New Kensington, Pittsburgh, Sharon, Vandergrift, Washington, and Zelenople, Pa., and Beechbottom, Clarksburg, Fairmont, Follansbee, Weirton, Wellsburg, and Wheeling, W. Va.

NOTE: Applicant states that the proposed service will be under a continuing contract with Dayco Corporation.

No. MC 125970, filed January 30, 1964. Applicant: GERODAN TRUCKING & WAREHOUSING CORP., 15 Moore Street, New York, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Christmas decorations, Christmas trees, and plastic toys*, from piers in New York Harbor, N.Y., to points in Hudson, Bergen, Essex, Passaic, Union, Morris, Middlesex, Somerset, and Monmouth Counties, N.J.

NOTE: Applicant states the proposed service will be under continuing contract with Noel Decorations and subsidiaries.

MOTOR CARRIERS OF PASSENGERS

No. MC 58915 (Sub-No. 48), filed December 31, 1963. Applicant: LINCOLN TRANSIT CO., INC., U.S. 46, East Paterson, N.J. Applicant's attorney: Robert E. Goldstein, 24 West 40th Street, New York 18, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transport-

ing: *Passengers and their baggage, express, and newspapers*, in the same vehicle with passengers, between points in Brick Township, N.J., and Lakehurst, N.J.; from junction Ocean City Road 549 and New Jersey Highway 70 in Brick Township, thence along New Jersey Highway 70 to junction New Jersey Highway 37 in Lakehurst, and return over the same route, serving all intermediate points and the access roads to and from the New Jersey Garden State Parkway at Interchange 88.

No. MC 125742 (Sub-No. 1), filed January 28, 1964. Applicant: STEPHEN P. TOTH, doing business as TOTH BROS. TRANSPORT CO., Box 37, Easton, Conn. Applicant's attorney: Charles M. Needle, Suite 809, City Trust Building, 955 Main Street, Bridgeport, Conn., 06603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers*, in round-trip operations, beginning and ending at Easton, Redding, Trumbull, Fairfield, and Bridgeport, Conn., and extending to the site of the New York World's Fair, in the Borough of Queens, N.Y.

NOTE: Applicant states the above proposed operations will involve the transportation of school children only.

No. MC 125927, filed January 6, 1964. Applicant: EDDIE THOMAS DELOATCH, doing business as DELOATCH BUS SERVICE, Route 2, Box 80-A, Conway, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers*, between Conway, N.C., and the site of the Newport News, Va., Ship Yard; from Conway over U.S. Highway 158 to Murfreesboro, N.C., thence over U.S. Highway 258 to junction of U.S. Highway 258 and Virginia Highway 189, thence over Virginia Highway 189 to Holland, Va., thence over U.S. Highway 58 to Suffolk, Va., thence over city streets in Suffolk and Norfolk, Va., to Newport News Ship Yard, and return over the same route, serving all intermediate points in North Carolina.

APPLICATION FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PROPERTY

No. MC 12892, filed January 24, 1964. Applicant: NORMAN CHARLES BRINKE, 27600 Southwest 197 Avenue, Homestead, Fla. For a license (BMC 4) to engage in operations as a *broker* at Homestead, Fla., in arranging for transportation by motor vehicle, in interstate or foreign commerce of *General commodities*, between points in Florida, on the one hand, and, on the other, points in the United States.

MOTOR CARRIERS OF PASSENGERS

No. MC 75007 (Sub-No. 1) (CORRECTION), filed January 10, 1964, published FEDERAL REGISTER issued January 29, 1964, and republished as corrected this issue. Applicant: COLPITTS TOURIST CO. INC., 262 Washington Street, Boston, Mass. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes

Road, Braintree 84, Mass. For a license (BMC 5) to engage in operations as a *broker* at Boston, Mass., in arranging for transportation, by motor vehicle, in interstate or foreign commerce of *passengers and their baggage*, in special and chartered operations, between points in the United States, including Alaska and Hawaii.

NOTE: The purpose of the republication is to correctly show the description of authority sought.

WATER CARRIERS OF PASSENGERS

No. W-1195, filed December 27, 1963 (UNITED FRUIT COMPANY COMMON CARRIER APPLICATION). Applicant: United Fruit Company, 30 St. James Avenue, Boston 16, Mass. Application for certificate as a *common carrier* by water, covering a new operation, to transport *passengers*, the year round, (1) between New York, N.Y. (and/or Weehawken, N.J.) on the one hand and San Francisco (and/or Los Angeles, Calif.) and Seattle, Wash., on the other, on basis of one voyage per week in each direction, (2) between New Orleans, La., and Los Angeles, Calif., on basis of approximately fifteen voyages per year in each direction.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 29120 (Sub-No. 69), filed January 29, 1964. Applicant: WILSON STORAGE AND TRANSFER CO., a corporation, Post Office Box 756, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except livestock, household goods as defined by the Commission, and commodities in bulk), serving Gettysburg, S. Dak., as an off-route point in connection with applicant's regular-route operations.

No. MC 50069 (Sub-No. 288), filed January 29, 1964. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago 4, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastics*, in bulk, in tank and hopper vehicles, from Lake Zurich, Ill., and points within five (5) miles thereof, to points in Iowa, Wisconsin, Minnesota, Michigan, Missouri, Ohio, Pennsylvania, Indiana, New York, New Jersey, and West Virginia.

No. MC 55236 (Sub-No. 81), filed January 29, 1964. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrofluosilicic acid*, in bulk, in tank vehicles, from Mason City, Iowa, to Chicago, Chicago Heights, and Peoria, Ill., Kalamazoo, Mich., Milwaukee, Wis., Minneapolis, and St. Paul, Minn.

No. MC 102616 (Sub-No. 742), filed January 23, 1964. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold

G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, between the plant site of American Cyanamid Company located at Marietta, Ohio, and the plant site of American Cyanamid Company located at Willow Island, W. Va.

No. MC 102616 (Sub-No. 743), filed January 29, 1964. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sodium hydrosulfite AWC*, in bulk, in tank or hopper type pressurized vehicles, from Carlstadt, N.J., to Petrolia, Pa.

No. MC 110525 (Sub-No. 634), filed January 27, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Edwin H. van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Jet fuel*, in bulk, in tank vehicles, from McKees Rocks, Pa., to White Sulphur Springs, W. Va.

No. MC 110525 (Sub-No. 635), filed January 30, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Edwin H. van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid alum*, in bulk, in tank vehicles, from the plant site of Allied Chemical Corp. at Cleveland, Ohio, to Sharon and Erie, Pa.

No. MC 112801 (Sub-No. 8), filed January 29, 1964. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago 50, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hydrofluosilicic acid*, in bulk, in tank vehicles, from Mason City, Iowa, to Chicago, Peoria, and Chicago Heights, Ill., Kalamazoo, Mich., Milwaukee, Wis., and Minneapolis-St. Paul, Minn.

No. MC 113642 (Sub-No. 14), filed January 27, 1964. Applicant: JAMES I. WINN, JR., doing business as WINN TRUCKING SERVICE, Horse Cave, Ky. Applicant's attorney: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville 2, Ky. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cheese*, from Horse Cave, Ky., to Attalla, Ala., and Booneville, Miss.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-1380; Filed, Feb. 11, 1964; 8:47 a.m.]

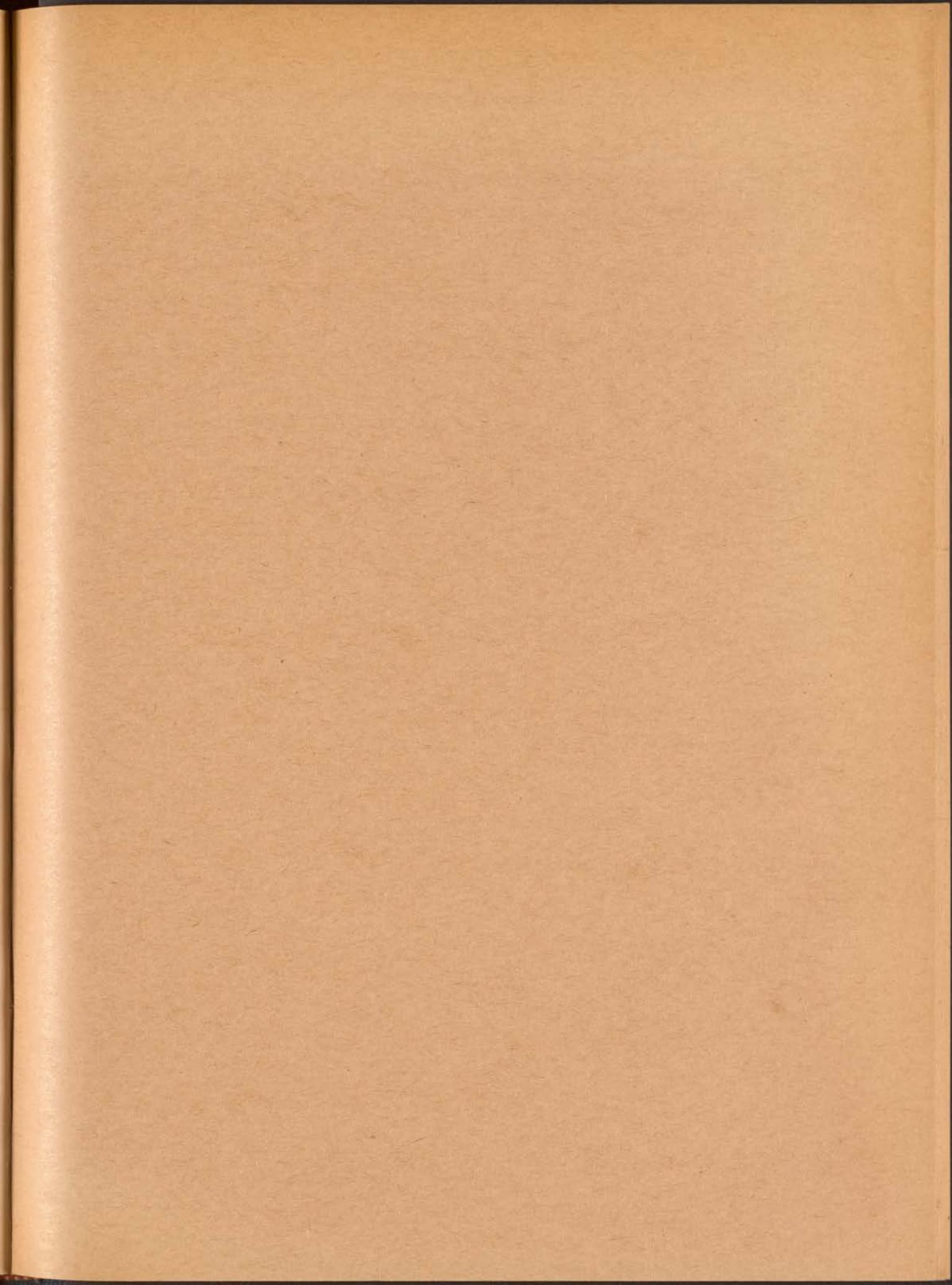
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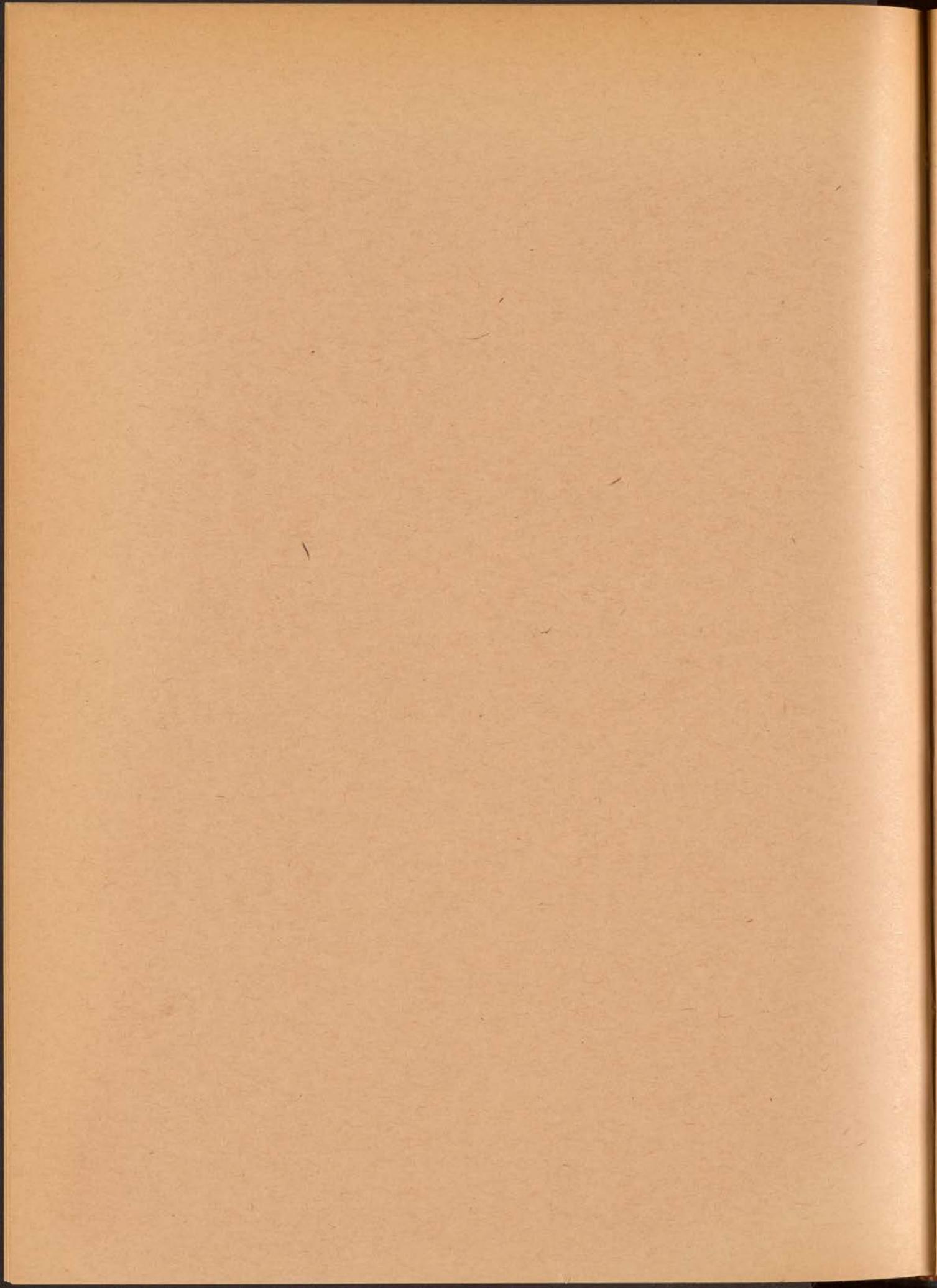
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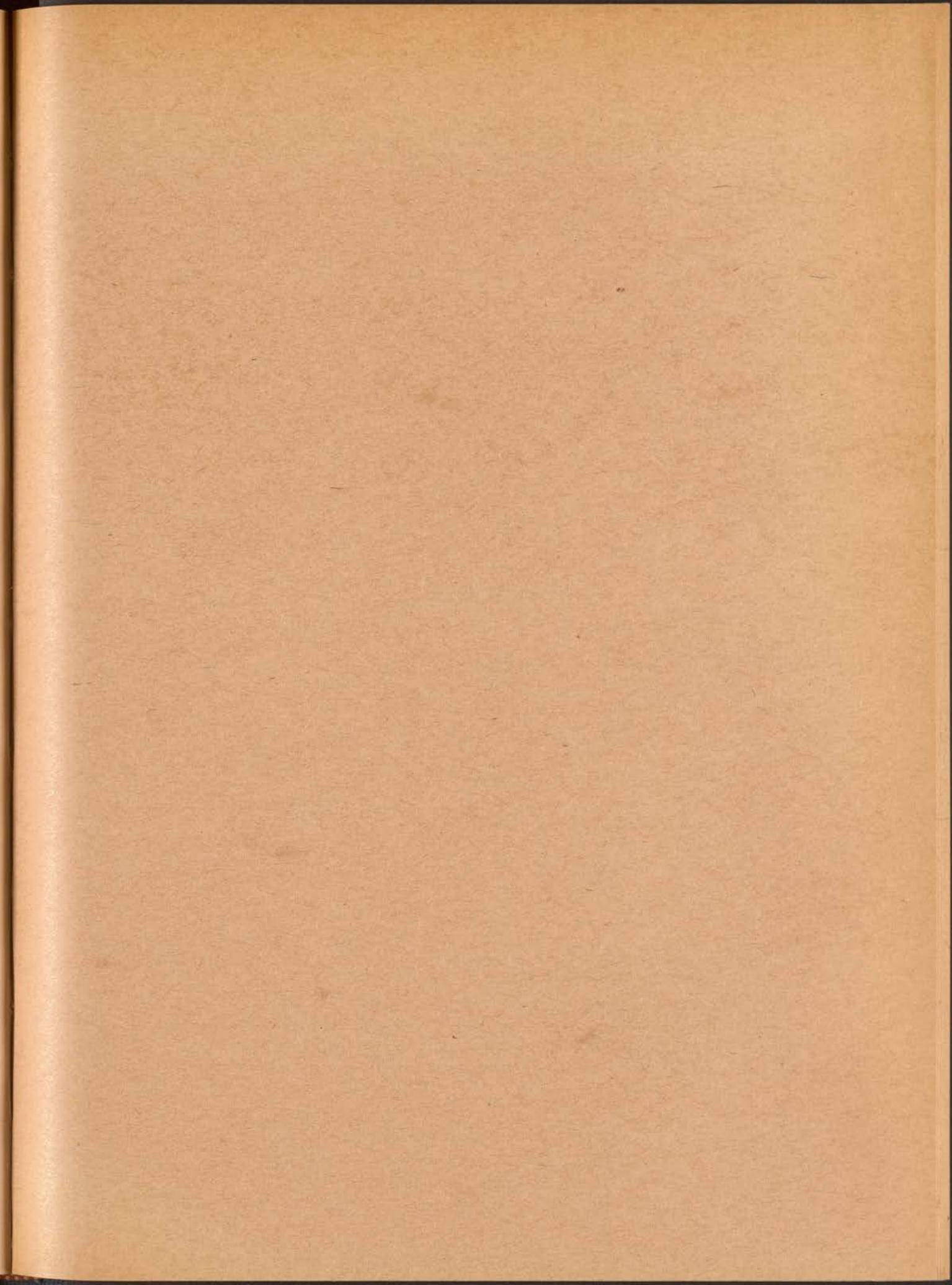
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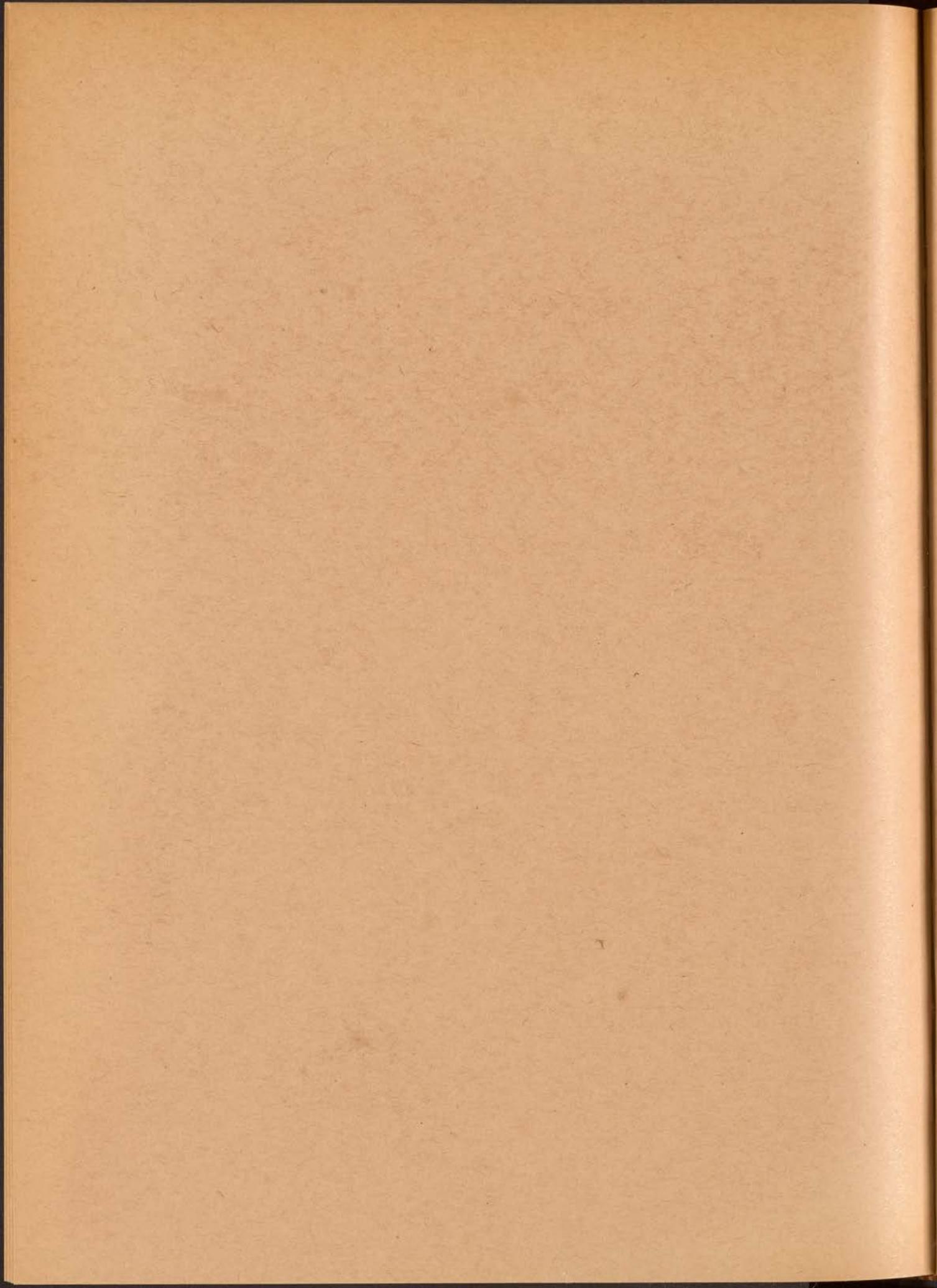
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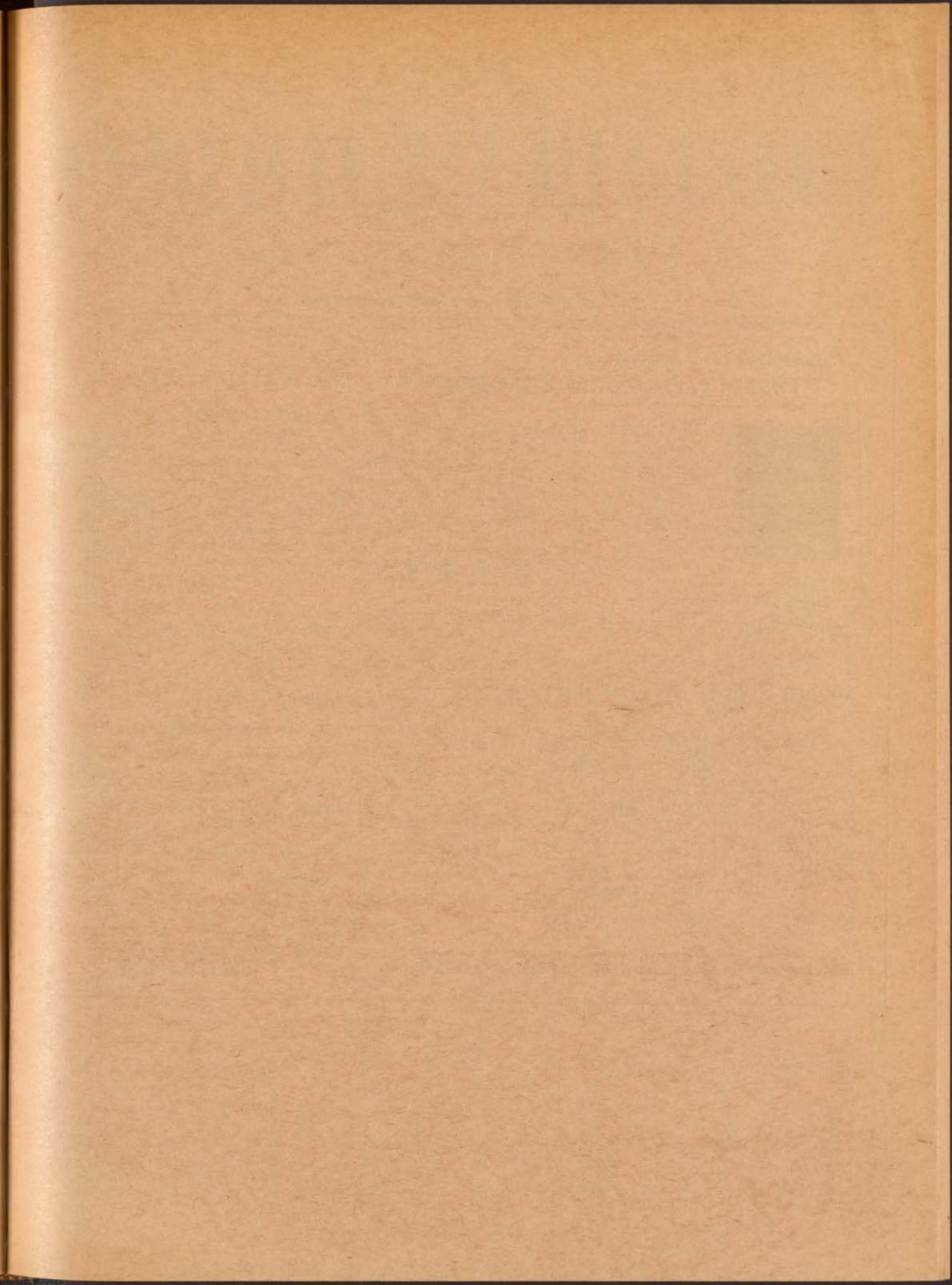
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